

**14 MARCH 2000**

***Flying Operations***

***HH-60--AIRCREW TRAINING***



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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel to perform duties in the HH-60. This instruction does not apply to Air Force Special Operations Command (AFSOC) or Air Force Material Command (AFMC) units and members. MAJCOM-specific guidance is embedded within the text and prefaced with the MAJCOM acronym. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/XOFT, for approval prior to publication IAW AFD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/XOFT, and the user MAJCOM/DRU/FOA and NGB offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.3 of this instruction for guidance on submitting comments and suggesting improvements to this publication.

This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DOD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; Air Force Instruction 11-401, Flight Management; and E.O. 9397. The reporting requirements in this instruction are exempt from licensing in accordance with paragraph 2.11.10 of AFI 37-124, The Information Collections and Reports Management Program; Controlling Internal, Public, and Intraagency Air Force Information Collections. System of records notice F011 AF XO A, Air Force Operational Resource Management System (AFORMS) applies.

## SUMMARY OF REVISIONS

This revision incorporates interim change (IC) 2000-1. There are numerous administrative changes and new ACC level office symbols incorporated. This IC also incorporates Aerial Gunner (AG) training requirements. It changes references from RPI to API. Adjusted new flying training period dates to 1 Oct 30 Sep (1.6.10.). Establishes Flight Commander minimum qualifications (1.2.5.14.). Changes CMR annual sortie and lookback requirements (Table 1.1.). Establishes requirements for permanent training folders (1.8.1.6.). Delegates waiver authority to MAJCOM/XOF/DOT (1.12.). Removes pararescuemen from conducting scanner/gunner training for flight engineers (2.5.5.). Allows AERP training to be conducted over water (3.5.5.2.4.). Clarifies Flight Surgeon ground training requirements 3.6.1.). Replaces Ground Training Table with new table (Table 4.2.). Replaces Non-Rap Annual Requirements table with new table (Table 4.3.). Replaces currency table with new table (Table 4.4.). Replaces Aircraft Commander Flight Experience Requirements with new table (Table 5.1.). Removes NVG water operations scanner certification for pilots (5.9.). Revises Experienced Aircrew definitions and replaces existing definitions with a table, linking NVG time to the experienced definitions (Attachment 1 Terms). Deletes Table format in Attachment 2 and Attachment 3, and replaces content in paragraph format. Changes Flight Engineers to Group C for Small Arms rifle training (A2.1.18.1.). Adds In-Unit Training Table for Training Shortfall Report (Attachment 7). See Attachment 8 for the complete IC. A bar (|) indicates revisions from the previous edition.

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## Chapter 1

### GENERAL GUIDANCE

#### 1.1. References, Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

#### 1.2. Responsibilities:

1.2.1. HQ ACC/XO is designated as the responsible agency for this instruction IAW AFD 11-2, *Aircraft Rules and Procedures*. The HQ ACC/XO will:

1.2.1.1. Chair semi-annual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Forces (CAF) units. RTRB participants will include applicable ACC active and reserve-component representatives. MAJCOM/XO/DOs with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.2.1.2. Process all change requests.

1.2.1.3. Provide operational and training policy and guidance:

1.2.1.3.1. Deleted.

1.2.1.3.1.1. Deleted.

1.2.1.3.1.2. Deleted.

1.2.1.3.1.3. Deleted.

1.2.1.3.2. Deleted.

1.2.2. All applicable major commands (MAJCOMs) will:

1.2.2.1. Determine training requirements to meet expected unit tasking.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/XOFT, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT, HQ ACC/XOFT, and all applicable MAJCOM XO/DOs a copy of approved supplements to this instruction.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.3. Direct reporting units (DRUs) will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to each MAJCOM and NAF/XO/DO/OV, and five copies to each CAF wing/group.

1.2.3.2. Review, update, and distribute changes to instructional texts annually.

1.2.3.3. Review subordinate unit training programs annually.

1.2.4. Wings/groups will:

1.2.4.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff sup-

port. ACC wings/groups will also assist ANG and AFRC unit training programs as required/requested IAW the ANG and AFRC unit advisory support program.

1.2.4.2. Attach API-6/8 (Aircrew Position Indicator) flyers to a flying squadron.

1.2.4.3. Except when otherwise mandated, OG/CCs will specify which API-6 positions (ANG and AFRC: all flyers) will maintain BMC/CMR. Upon request provide MAJCOM/XOF/DOT (AETC: N/A, ANG: HQ ACC/XOG) with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) manning positions. Review programs and manning position designations annually.

1.2.4.4. If applicable, forward supplements of this instruction to the MAJCOM for review. Review supplements annually.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Active Duty units are required to submit anticipated shortfall reports each quarter to MAJCOM/XOF/DOT (info copy to NAF/DO) (Due 31 Jan, 30 Apr, 31 Jul) and all units a summary shortfall report to MAJCOM/DOT/XOF (AETC: N/A, ANG: HQ ACC/XOG) at the end of the training cycle (Due 31 Oct). Prior to submitting the annual report, units are reminded to prorate incomplete training. For training report format see attachment 7, Training Shortfall Report. Negative reports are required. Note: For ACC units, this report may be submitted on the HQ ACC/XOFT homepage.

1.2.5. Squadron supervision (ANG and AFRC: appropriate operations supervisor) will:

1.2.5.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew.

1.2.5.2. Ensure review of training and evaluation records of newly-assigned aircrew and those completing formal training, to determine the training required for them to achieve Basic Mission Capable (BMC) or Combat Mission Ready (CMR) and to ensure provisions of this instruction have been met. This review will be accomplished prior to the newly-assigned aircrew flying in unit aircraft.

1.2.5.3. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See [Attachment 3](#) for RAP mission definitions.

1.2.5.4. Review qualifications and training requirements of flight surgeons (FS) and determine appropriate flight restrictions.

1.2.5.5. Determine missions/events in which individual BMC aircrew will maintain qualification versus familiarization.

1.2.5.6. Determine utilization of BMC aircrew.

1.2.5.7. Determine how many and which BMC and CMR aircrew will carry special capabilities/qualifications.

1.2.5.8. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.5.9. Assist the wing/group in developing the unit training programs.

1.2.5.10. Monitor individual assigned/attached aircrew currencies and requirements, continuity, individual training needs, experience, and proficiencies.

1.2.5.11. Ensure aircrew only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.2.5.12. Ensure that an instructor occupies one of the pilot seats during emergency procedures training and pilot qualification.

1.2.5.13. Ensure that unit personnel involved in training which will result in initial qualification, re-qualification, or upgrade in crew position are advised of any active duty service commitment the training will incur. Procedures to update the servicing personnel office will be initiated by the unit training officer.

1.2.5.14. (Added) (ACC) Ensure Flight Commanders are, as a minimum, CMR Aircraft Commanders with a minimum of 1 year Air Force mission experience

1.2.6. Individual aircrew will:

1.2.6.1. Hand-carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.6.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.2.6.3. Ensure they participate only in ground and flying activities for which they are qualified, current, and prepared.

### 1.3. Processing Changes:

1.3.1. Forward recommendations for change to this instruction to MAJCOM/DOT/XOF on AF Form 847, Recommendation for Change of Publication.

1.3.2. MAJCOMs will forward approved recommendations to HQ ACC/XO through HQ ACC/XOFT.

1.3.3. HQ ACC/XO will:

1.3.3.1. Coordinate all changes to the basic instruction with all MAJCOM/XO/DOs and obtain HQ USAF/XO approval for interim changes (IC) to this instruction.

1.3.3.2. Process recommendations for change.

1.3.3.3. Forward recommended changes to HQ USAF/XOOT for HQ USAF/XO approval.

1.3.3.4. Address time sensitive changes by immediate action message.

1.3.4. MAJCOM/XO/DOs (ANG: HQ ACC/XOG) will determine training requirements for their subordinate units. These training requirements will be coordinated through HQ ACC/XO. This includes making changes, additions, or deletions to this instruction at anytime. These changes may be via supplement or RAP Tasking message. HQ ACC/XO will be an info addressee on all changes. HQ ACC/XO will include MAJCOM supplemental guidance in the next publication of the AFI.

**1.4. Training.** Aircrew training is designed to progress aircrew from Initial Qualification Training (IQT) (B-course or Transition/Re-Qualification Training (TX)), then to Mission Qualification Training (MQT), and finally to Continuation training (CT).

1.4.1. IQT and TX provide the training necessary to initially qualify aircrew in a basic crew position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the aircrew attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for General Officers above the Wing level, BAQ is not a long-term qualification status. Waiver authority for any crew member, other than General Officers above the wing level, to remain BAQ is MAJCOM/XO/DO (ANG: HQ ACC/CG, AETC: FTU WG/CC).

1.4.2. MQT provides the training necessary to initially qualify or re-qualify aircrew in a specific aircrew position and flying duties to perform the mission assigned to a specific unit. Aircrew maintain BAQ status until they complete MQT. Completion of MQT or an FTU instructor course is a prerequisite for BMC and CMR.

1.4.3. CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills contained in [Table 4.3](#). These skills (Non-RAP requirements) ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. Ready Aircrew Program (RAP) is the CT program designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Following the completion of IQT/TX and MQT, an aircrew will have received training in all the basic missions of a specific unit, unless excepted in [Chapter 3](#) of this instruction. The crewmember will then be assigned to either a Combat Mission Ready (CMR) position or a Basic Mission Capable (BMC) position.

1.4.4.1. CMR. The minimum training required for aircrew to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapons system. (PACAF: Aircrew who fail to maintain CMR may be considered BMC. All other guidance for regaining CMR status applies.)

1.4.4.2. All designated combat aircraft (CC-coded) unit active duty API-1/2 positions, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. (**EXCEPTION:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document [UMD] API-1/2s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crewmembers with at least 50%, if available, designated CMR.) (For AFRC/ANG: Any aircrew may be designated CMR or BMC at OG/CC discretion.) CMR aircrew maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to non-CMR (N-CMR) status unless waived by appropriate authority. N-CMR aircrew may perform missions (including exercises and contingencies) in which they are current, qualified, and either familiar or proficient, similar to BMC aircrew.

1.4.4.3. BMC. The minimum training required for aircrew to be familiarized in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system. (PACAF: Aircrew who fail to maintain BMC may be considered BAQ. BAQ air-



crew may not perform combat training without supervision. All other guidance for regaining BMC status applies.)

1.4.4.4. All other active duty wing aircrew positions are designated BMC positions. BMC designations are assigned to aircrew who have a primary job performing wing supervision or staff functions that directly support the flying operation, or are FTU instructors, Weapons School instructors, or operational test aircrew. However, these aircrew are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrew maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. N-BMC aircrew may not perform RAP training sorties without supervision IAW paragraph 1.5.4 until re-certified.

1.4.4.5. N-CMR/N-BMC. Aircrew that regress to N-CMR/N-BMC status will accomplish the requirements IAW paragraph 4.7.1.2.

1.4.4.6. Specialized Training. Specialized training is training in any special skills necessary to carry out the unit's assigned missions that are not required by every aircrew. Specialized training includes special tactics or events, such as Night Vision Goggle (NVG) water operations or cargo sling. It also encompasses upgrade programs such as flight lead (FLUG), instructor upgrades, test mission upgrade program, etc., and is normally conducted after an aircrew achieves CMR status. This training may be conducted in conjunction with IQT, MQT, or CT. Unless otherwise specified, aircrew in CMR or BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

## **1.5. Training Concepts and Policies:**

1.5.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies for use with operational procedures specified in applicable flying/operations publications.

1.5.2. ACC Training Support Squadron (TRSS) will develop and validate training programs when/where tasked by the HQ ACC/XO. Other MAJCOMs may submit requests for training program support to the HQ ACC/XO. If validated, these requests will be prioritized and tasked to ACC TRSS. Designated Test Units (CB) may develop syllabi to upgrade Operation Test Aircrew in support of specific test plans. These syllabi will be approved by the OG/CC and submitted to ACC TRSS.

1.5.3. Units will design training missions to achieve combat capability in squadron tasked roles, maintain proficiency and enhance mission accomplishment and safety. RAP training scenarios should emphasize either basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to combat scenarios are desired (e.g., appropriate use of code words, authentication

procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, Intel briefing/debriefing).

#### 1.5.4. In-flight Supervision:

1.5.4.1. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required.

1.5.4.2. Instructor Pilots (IPs) and Flight Lead qualified SQ supervisors may allow any pilot to lead limited portions of a mission if they are appropriately briefed. This provision will only be used to allow the pilot to practice events in which the pilot is already qualified or to help determine if the pilot is ready for FLUG. In either case, the IP or SQ supervisor is responsible for the flight.

1.5.4.3. Flight leads may give their wingman the formation lead for specific tasks. As the formation lead, the wingman makes tactical decisions for the flight, but the flight lead retains overall authority and responsibility.

1.5.5. Aircrew will not be required to accomplish ground and/or ancillary training except as required by this instruction and AFI 36-2201, Developing, Managing, and Conducting Training.

1.5.6. Tactical training will include use of inert and live ordnance, threat simulators, countermeasures and dissimilar aircraft as much as possible.

1.5.7. Deleted.

### 1.6. Ready Aircrew Program (RAP) Policy and Management:

1.6.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific weapons qualifications and associated events as determined by the MAJCOM and unit commanders.

1.6.2. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible but minor variances are authorized. Variations in sortie/mission types may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. Each profile or sortie requires successfully completing a significant portion of the events applicable to that sortie type, as determined by the SQ/CC and [Attachment 3](#) of this volume.

1.6.4. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all core missions and weapons events required at CMR.

1.6.5.3. Confirmation that the progressed aircrew can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training, to include a current verification or certification.

1.6.5.5. Squadron CC certification.

1.6.6. SQ/CCs will determine and assign aircrew that will train for and maintain special capabilities or qualifications. Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements, except for flight lead training.

1.6.7. Wing CMR and BMC aircrew will fly the required monthly sortie rate. If unable, refer to Regression; paragraph 4.7. of this volume.

1.6.8. End of cycle training requirements are based on the aircrew member's experience level on the last day of the current training cycle.

1.6.9. Units converting to another Mission Design Series (MDS) may fly aircrew in CMR positions at the BMC rate until 1 month prior to the operationally ready date if the utilization rate (UTE) will not support CMR sortie rates. CMR aircrew should be flown at a CMR rate for the month prior to Initial Operational Capability (IOC).

1.6.10. (Added) The aircrew training cycle is 12 months, 1 Oct through 30 Sep. (The aircrew training cycle for ANG/AFRC is 1 Jul through 30 Jun; for AETC: 1 Jan through 31 Dec). Units will complete training requirements during the appropriate training cycle unless specifically excepted

## 1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements (see [Attachment 3](#) of this volume for definitions) apply to CMR and BMC aircrew as well as those carrying special capabilities or qualifications and are IAW the RAP tasking message. The standard sortie requirements at [Table 1.1.](#) establish the minimum number of sorties per training cycle for BMC and CMR levels of training. The RAP tasking message takes precedence over this instruction, and may contain an updated sortie requirement or missions/events not yet incorporated in [Attachment 3](#).

1.7.2. Non-RAP requirements (Transition/Emergency Procedures (EPs)/Instruments/Aircraft Handling Characteristics (AHC)) are in addition to RAP requirements. These sorties ensure basic aircrew skills are maintained.

1.7.3. Collateral or cost of business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day to day unit operations. These include but are not limited to ferry flights, incentive/orientation flights, deployments, and air shows. For the annual training cycle, the MAJCOM allocates a block of sorties to the unit for these purposes.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or Non-RAP, is planned, but a major portion of valid training for that type of mission is not accomplished due to poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that non-effective sorties are logged appropriately.

**Table 1.1. HH-60 RAP Annual Sortie Requirements (Inexperienced/Experienced).**

MAJCOM	CREW POSITION	CYCLE	BMC	CMR
ACC AETC PACAF	PILOTS/FLT ENG/AERIAL GUNNERS	RAP Total	24/19	55/44
		3-Month Lookback	6/5	13/11
		1-Month Lookback	2/1	5/4
ANG AND AFRC	PILOTS/FLT ENG/AERIAL GUNNERS	RAP TOTAL	24/19	30/24
		3-Month Lookback	6/5	7/6
		1-Month Lookback	2/1	3/2
NOTE 1: MAJCOM RAP Tasking Messages take precedence over this table.				
NOTE 2: For non CC-coded units, minimum sortie requirement is the BMC rate.				

## 1.8. Training Records and Reports:

1.8.1. Units will maintain aircrew records for individual training and evaluations IAW:

1.8.1.1. AFI 11-202V1, *Aircrew Training*.

1.8.1.2. AFI 11-202V2, *Aircrew Standardization/Evaluation Program*.

1.8.1.3. AFI 11-401, *Flight Management*.

1.8.1.4. AFMAN 37-139, *Records of Disposition Schedule*, table 36-44.

1.8.1.5. AFM 171-190V2, Sections A through K, *Air Force Operations Resource Management System*.

1.8.1.6. Appropriate MAJCOM directives. ACC: Units will maintain a permanent training folder on each aircrew member. Training records will be maintained on the individual for the duration he/she is assigned/attached to the unit. Gaining commanders may elect to keep records of past training programs. As a minimum, the training folder will consist of the following sections.

1.8.1.6.1. (Added) Section I: Letters of Appointment/Upgrade. This section will contain letters selecting an individual for upgrade, endorsed by unit CC/DO.

1.8.1.6.2. (Added) Section II: Aircrew Qualifications. This section will contain a summary of an individuals current qualifications.

1.8.1.6.3. (Added) Section III: Active Training Programs. This section will contain any current upgrade programs. Include in this section any upgrade guides/syllabi, ground and flight training summaries (syllabus gradesheets), and aircrew training comments records.

1.8.1.6.4. (Added) Section IV: Temporary Duty (TDY) Support Section. When scheduled for a flying TDY (not to include a unit deployment), as a minimum include in this section a copy of the individuals current AF Form 1042, Medical Recommendation for Flying or Special Operational Duty, AF Form 702, Individual Physiological Training Record, and current AFORMS product.

1.8.1.6.5. (Added) Section V: Completed Training Programs. This section contains an archive of previous training programs the individual has completed. Include in this section items from Section III once the training program has been completed and the individual has been certified.

1.8.1.7. Flight engineers (FEs) and Aerial Gunners (AGs) are exempt from maintaining AF Form 623, On-the Job Training Record, according to AFI 36-2201, and AFSC 1A1X1B/1A6X1 Career Field Education and Training Plan..

1.8.2. Track the following information for all aircrew (as applicable):

1.8.2.1. Ground training.

1.8.2.2. Requirements and accomplishments of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.2.3. RAP sortie requirements and accomplishment using the 1-month and 3-month running totals for look-back.

1.8.2.4. Currencies.

1.8.3. Units may fill in AFORMS "NO DATE" with either the date of the last FTU or USAFWS equivalent accomplished, or the unit mission certification date.

1.8.4. In-Unit Specialized and Upgrade Training. Training personnel in unit of assignment will prepare a Training Folder before beginning unit-level training. Units will use applicable formal school courseware content as a minimum. Specialized training may be added to reflect unique local requirements. In-unit MQT will be IAW local requirements.

**1.9. Armament Recording.** Not used.

**1.10. Aircrew Utilization Policy:**

1.10.1. Commanders will ensure wing/group tactical aircrew (API-1/6s) fill authorized positions IAW unit manning documents and that aircrew status is properly designated. The overall objective is that aircrew perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, Flying Evaluation Board (FEB)/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. For inexperienced aircrew in the first year of their initial operational assignment supervisors will limit the non-flying duties to those related to combat activities..

1.10.2. Duties required by various publications that may be assigned to CAF API-1 aircrew are weapons and tactics officer/NCO, programmer, flying safety officer, Supervisor of Flying (SOF), mobility/contingency plans, training (except AFORMS documentation), SQ Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. In some instances, such as squadron assigned flying safety officers, API 1/2s may be attached to the wing. API-1s will not be attached to wing staffs or man wing staff positions unless total wing pilot API-1/2/6 manning is 100 percent or better (N/A AETC). CCs will ensure wing staff aircrew (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs..

1.10.3. Aircrew will not perform long-term duties which detract from their primary duties of training for or performing the unit flying mission.

**1.11. Sortie Allocation Guidance:**

1.11.1. Inexperienced API-1/2 aircrew should receive sortie allocation priority over experienced aircrew. Priorities for sortie allocation are as follows:

1.11.1.1. Formal Training Units and USAFWS. Formal syllabus training, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or Standardization Evaluation Flight Examiner (SEFE) duties (to include API-5 aircrew physicians not on instructor orders)..

1.11.1.2. Combined Formal Training and Operational Units. Formal syllabus training, CMR API 1/2, CMR API 6, MQT API 1/2, MQT API 6, BMC API 5, aircrew physician, others.

1.11.1.3. Operational Units. CMR/API-1, MQT API-1, CMR API-6, MQT API-6, BMC (to include API-5 pilot physicians).

1.11.1.4. Test and Test Evaluation Squadron (TES) Units. Requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, BMC training requirements that cannot be accomplished on primary missions, API 5 aircrew physicians.

1.11.2. Wing API-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Aircraft Inventory (PAI) are authorized one SQ equivalent of additional API 6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipage.

1.11.3. For FTU only wings, all API-6 aircrew will maintain instructor status (optional for WG/GP CC, functional check flight (FCF) aircrew, and one other). These wings will fly API-1/6 aircrew as required by program flying training (PFT) document. For wings consisting of both FTU and operational units, at least one of the following pilots will maintain formal instructor status: WG/CC, WG/CV, OG/CC, OG/CD.

1.11.4. API-8 (above wing level) rated personnel flying authorizations and Test Unit aircrews will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC rate; however, they are not required to complete BMC specific missions/events, or meet monthly lookback requirements. Units should provide assigned API-6/8 flyers adequate resources to maintain minimum training requirements. Wings are allocated flying hours for attached API-8s. API-6/8 flyers will accomplish non-RAP requirements with allotted BMC sorties. However, API-6/8 flyer support will not come at the expense of the flying squadrons primary mission. If units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, as supplemented. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW MAJCOM directives.

1.11.5. There is no maximum sortie requirement for CMR aircrew. **Table 1.2.** defines the minimum and maximum sortie requirements for other aircrew. On occasion, unique operations may require aircrew to fly more than the maximum number of sorties authorized; however, they may impact training of other aircrew. Document details of these events if they occur.

**Table 1.2. HH-60 Annual Sortie Requirements For Other Than API-1.**

API Level	CT Status (Minimum Sortie Requirement)	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (Inexperienced/Experienced)
6	CMR	CC	Any	As required by qualifications
6	BMC	CC	Wing	48/36
6	BMC	TF	Wing	As required by PFT
6	BMC	CB	Wing	As determined by test program requirements
8	BMC	CB	Wing	48/36
8	BMC	CC, TF, or CB	Above Wing	48/36
5	BMC	CC, TF, or CB	All	If qualified and current in unit aircraft -48/36; Otherwise, IAW AFI 11-401 as supplemented
Any	BAQ	Any	Any	BMC rate

**1.12. Waiver Authority:**

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for all requirements in the RAP tasking message and for all provisions in **Chapter 4** and **Chapter 5** of this instruction is the OG/CC. For all other provisions of this instruction the waiver authority is MAJCOM/XOF/DOT (ANG: HQ ACC/XOG, AETC: HQ AETC/DOF) unless otherwise stated.

1.12.2. Units subordinate to a NAF will forward requests directly to MAJCOM/XOF/DOT and provide their NAF/XO/DO/OV with an information copy. Waivers from other than MAJCOM/XOF/DOT (ANG: HQ ACC/XOG) will include their appropriate MAJCOM/XOF/DOT (ANG: HQ ACC/XOG, AETC: HQ AETC/DOF) as an information addressee. All waivers will include HQ ACC/XOF as information addressees.

1.12.3. Waivers to this instruction will be valid until end of training cycle.

## Chapter 2

### FORMAL TRAINING

**2.1. General.** This chapter outlines Initial Qualification Training (IQT) of aircrew into unit aircraft. IQT includes Basic (B-course) and transition/re-qualification/senior officer (TX) training and normally will be conducted using the appropriate AETC formal course syllabus at the FTU whenever possible. In exceptional circumstances, when FTU training is not available within a reasonable time period, IQT may be conducted at the local unit IAW provisions of this chapter. This local IQT will normally be conducted using appropriate formal USAF Transition or Re-qualification Training Course syllabus tracks, flow programs, and requirements. When local IQT is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training locally. The following guidance applies only to other than formal course IQT.

#### **2.2. Approval/Waiver For Local IQT:**

2.2.1. MAJCOM/XO/DO (ANG: HQ ACC/DOL) is the approval authority to conduct local IQT, and is waiver authority to change the formal requirements of locally conducted IQT. Info HQ ACC/XOF.

2.2.1.1. NOTE: The Basic Helicopter FE (BHFE) course will not be completed in-unit.

2.2.2. MAJCOM/CC (ANG: HQ ACC/CG) is the approval authority for non-formal course IQT for colonel selectees and above to be conducted at the unit to which the officer is assigned.

2.2.3. Requests to conduct local IQT will include the following:

2.2.3.1. Justification for the training in lieu of FTU attendance.

2.2.3.2. Summary of individual's flying experience.

2.2.3.3. Date training will begin and expected completion date.

2.2.3.4. Requested exceptions to formal course syllabus, with rationale.

2.2.4. Successful completion of IQT requires the upgrading aircrew to complete an aircraft qualification and instrument evaluation as applicable IAW AFI 11-202V2, Aircrew Standardization/Evaluation Program; and AFI 11-2HH-60V2, *HH-60--Aircrew Evaluation Criteria*.

**2.3. Prerequisites.** Course prerequisites will be IAW the appropriate AETC formal course syllabus and the Education and Training Course Announcements (ETCA). Refer to the ETCA web site at <http://hq2af.keesler.af.mil/etca.htm>.

**2.4. Ground Training.** Ground training may be tailored to the individual background and experience or peculiar local conditions. However, available and current reference materials such as formal school courseware, instructor guides, and audiovisual programs should be used as supporting materials to the maximum extent possible. Simulator missions will normally be accomplished by 58 Special Operations Wing (58 SOW) simulator assets, if available. If the 58 SOW simulators are not available, complete the training objectives in the aircraft, or any other H-60 simulator. Aircrew approved for in-unit IQT with no prior NVG qualification are required to attend a Night Vision Device (NVD) lab prior to entering the night (NVG) phase of flight training.



## 2.5. Flying Training:

2.5.1. Mission sequence and prerequisites will be IAW the appropriate formal course syllabus flow chart.

2.5.2. In-unit IQT will be completed within the time specified by the approved syllabus. Failure to complete within the specified time limit requires notification through channels to MAJCOM/XO/DO (ANG: HQ ACC/XOG), with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

2.5.3. Aircrew in IQT will fly under instructor supervision until completing the qualification evaluation.

2.5.4. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. However, additional training events, based on student proficiency and background, may be incorporated into the IQT program with authorization of the SQ/CC. Additional training due to student non-progression is available within the constraints of the formal course syllabus and may be added at the discretion of the SQ/CC.

2.5.5. An instructor flight engineer (IF) or instructor aerial gunner (IG) can conduct initial and recurring training in like tasks (e.g., gunnery, scanning) for both flight engineers and aerial gunners.

## 2.6. IQT For Senior Officers:

2.6.1. All formal training courses for senior officers (colonel selectees and above) will be conducted at FTUs unless waived IAW paragraph 2.2. of this volume.

2.6.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives and paragraph 2.2.1. of this volume.

2.6.3. Senior officers in training at the FTU are in formal training status. Unit duties will be turned over to appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by MAJCOM/CC (ANG: HQ ACC/CG).

2.6.4. Commanders and Key Staff Course. Completion of the helicopter Commanders and Key Staff Course is required for senior officers (O-6 and above) prior to performing aircrew duties in a cockpit position (N/A for prior/currently qualified H-60 pilots). This course provides basic orientation to senior officers who supervise/oversee flying operations for aircraft they are not qualified in. IAW the ETCA, squadron operations officers and above in multiple MDS aircraft units are authorized to attend this course for those aircraft they have supervisory oversight of. The primary method of course completion is at the formal school. Secondary method of training is in-unit (if primary method is not available) using formal school courseware adapted to local training resources. A waiver is not required for secondary method of training. Completion of this course does not assign a qualification or currency requirement, as the course is only an orientation of USAF helicopter operations and capabilities. Graduates of this course will not be designated in command and will fly with instructor pilots only.

## Chapter 3

### MISSION QUALIFICATION TRAINING

**3.1. General.** The primary method of mission qualification is attending the FTU. Local Mission Qualification Training (MQT) is a unit developed training program that upgrades newly assigned aircrew members to BMC or CMR. Guidance in this chapter is provided to assist the unit in developing their local MQT program. Units are allowed to further tailor their program for all aircrew members, based on current qualification, experience, currency, documented performance, and formal training. Applicable portions of MQT may be used to create a re-qualification program for aircrew who have regressed from BMC or CMR to specifically address deficiencies which caused regression.

3.1.1. Qualifications and flight evaluations may be accepted from other MAJCOMs, if they meet the MAJCOM and unit standards.

3.1.2. Local MQT requirements for upgrading FTU graduates may be reduced commensurate to the quality and quantity of MQT received at the FTU. If these graduates received a mission evaluation at the FTU, they do not require an initial local mission evaluation. Instead, their local MQT program should consist only of ground and flying training unique to the unit and those elements of the formal school mission qualification syllabus not taught at the FTU (for example, day water operations). Upon completion of this training, the aircrew will be certified CMR or BMC by the SQ/CC.

3.1.3. For aircrew members who do not attend mission qualification training at the FTU, approval/waiver for In-Unit MQT is the MAJCOM/XO/DO (ANG: HQ ACC/XOG).

3.1.4. Use applicable formal school courseware for required training. Instructions and technical orders take precedence over courseware. Units are not required to use courseware material and examinations requiring resources available only at the formal school or material unique to the formal school flying area. When formal school courseware does not exist, units will develop training syllabi using a building block approach listing prerequisite ground and flight training requirements for each flight. The unit will determine sortie duration. Flying training lessons will be completed in the prescribed sequence, unless waived by the unit operations officer.

3.1.5. MQT will be completed within the time specified by the MAJCOM but NLT 90 calendar days after the individual's completion of IQT or arrival on station following off station IQT. (ANG and AFRC: NLT 180 days from first MQT flight.) Failure to complete MQT within the specified time interval requires notification of the MAJCOM/XO/DO (ANG: HQ ACC/XOG) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

3.1.5.1. Aircrew in 56 Rescue Squadron (RQS) and 210 RQS who enter MQT between 1 April and 1 August have until 31 October to complete required night training events. Qualification evaluation may be administered before completing night training events. AF Form 8, Certificate of Aircrew Qualification, must state restriction prohibiting night flight until the training event can be completed.

**3.2. Ground Training.** Units will develop blocks of instruction covering areas pertinent to the mission as determined by the SQ/CC. Training accomplished during IQT may be credited towards this requirement.

3.2.1. Pilots transferring from another MAJCOM require the theater-specific portions of the Instrument Refresher Course (IRC) before flying without a theater-experienced instructor pilot. MQT academics may satisfy this requirement.

3.2.2. Initial Verification. Refer to [Attachment 4](#) for description.

3.2.2.1. Initial Verification Training will be completed within 120 days (ANG and AFRC 180 days) of being certified CMR or the aircrew will be regressed to N-CMR status until training is accomplished.

### 3.3. Simulator Training. N/A.

**3.4. Flying Training.** Unit-developed MQT programs should use profiles typical of squadron missions. Use appropriate AETC formal course syllabus, if available. In addition to the ground training associated with the upgrade courseware, complete the applicable ground training described in [Table 4.2](#). before beginning the qualification flight evaluation. **EXCEPTION:** ANG and AFRC commanders may allow aircrew to delay completion of non-aircraft related ground training for a maximum of 1 year from date of unit assignment as long as safety and mission capability are not degraded.

3.4.1. Supervision. A squadron instructor in the event is required unless specified otherwise.

3.4.2. If more than 14 calendar days elapse between sorties, an additional review sortie will be flown before continuing in the program (N/A ANG and AFRC).

3.4.3. (ACC) All pilots and flight engineers must conduct practice airborne emergency procedures training during any one of the MQT sorties. As a minimum, the training will consist of briefing, flying, and debriefing a simulated critical action procedures scenario, to include airborne coordination with the SOF. Contact with the squadron operations center/squadron duty officer will satisfy the requirement to contact the SOF.

3.4.4. In-unit MQT, such as water operations training, etc., must be accomplished according to the following guidance:

3.4.4.1. Ground training and local tactical training flights tailored to the unit's operational mission.

3.4.4.2. All assigned/attached NVG qualified aircrew will complete the NVG Low-Altitude Step-Down Training (LASDT) Program Requirements for MQT/CT as specified in [Attachment 5](#).

3.4.4.3. All assigned/attached pilots will complete Forward Looking Infrared (FLIR) Certification requirements for MQT as specified in [Attachment 6](#) (only required if unit aircraft have FLIR capability). FLIR training is not required at unit level, if FLIR training was completed during formal school training or, at the SQ/CC's discretion, if the pilot has been previously certified in FLIR operations.

3.4.4.3.1. Deleted.

3.4.4.3.2. Deleted.

3.4.4.3.3. Deleted.

3.4.4.4. (Added) Unit commanders will establish familiarization requirements for higher headquarters supervisory personnel, higher headquarters standardization personnel, TDY aircrews conducting specific operational missions or administering training or evaluation flights, NASA support and Search and Rescue (SAR).

3.4.4.5. (Added) TDY aircrew will familiarize themselves, as much as practical, with the local environment.

3.4.4.6. (Added) SQ/CCs may tailor the LASDT and FLIR Step Down Training (FSDT) programs for newly assigned experienced aircrew who have just arrived from a previous flying assignment in the HH-60. In this case, the aircrew must fly at least 1 day and 1 night (NVG) sortie. LASDT 2 and LASDT 3 profiles (FSDT 2 and FSDT 3) may be flown on the same sortie. The aircrew must meet the program training objectives of all sorties.

**3.5. Chemical Warfare.** Accomplish IAW AFD 32-40, *Disaster Preparedness*; AFI 32-4001, *Disaster Preparedness Planning and Operations*; AFI 32-4002, *Hazardous Material Emergency Planning and Response Compliance*; and MAJCOM guidance. This training is intended to integrate aircrew training with other functional areas (maintenance, intelligence, security, etc.) required to conduct combat operations in a Chemical Warfare (CW) environment and is applicable to all CMR/BMC aircrew members assigned or deployable to chemical threat areas. AETC, Test, 422 TES, and USAFWS/WSR aircrew require this training only if augmenting an operational unit operating in a chemical threat area.

3.5.1. Initial CW Training (ICWT). ICWT is designed to ensure aircrew proficiency in the overall use of CW protective ensemble and to familiarize aircrew with combat capabilities while wearing CW equipment. Aircrew revert from CMR to N-CMR if training is not accomplished within 90 days of completion of MQT (180 days for ANG and AFRC) or within 30 days if assigned within a chemical threat area. Initial CW certification is transferable in unit assigned aircraft within the CAF.

3.5.1.1. NOTE: Aircrew members must complete initial aircrew life support chemical defense training prior to accomplishing Chemical Defense Task Qualification Training (CDTQT). Complete initial disaster preparedness chemical defense training prior to accomplishing CDTQT if the ground ensemble is used for preflight.

3.5.2. Units will develop training plans and scenarios for CW training based upon anticipated wartime tasking in such an environment. The training program will be coordinated through and supported by disaster preparedness, life support, intelligence, and physiological training personnel as necessary. CW CT will be primarily through exercise scenarios complementing the unit's wartime training from small to larger scale exercises of sufficient duration to simulate chemical attack survival. CW scenarios may be incorporated into other unit exercises, however, commanders must give careful consideration to temperatures and the increased demands placed on personnel operating in CW gear.

3.5.3. Ground Training. All aircrew will complete Phase I and Phase II training IAW AFI 32-4001 and MAJCOM supplements thereto. The following training will be accomplished prior to the first flight with CW gear:

3.5.3.1. Physiological effects/first aid of chemical agents and protective gear.

3.5.3.2. Equipment orientation/fitting of full aircrew ensemble.

3.5.4. Chemical Defense Task Qualification Training (CDTQT). The purpose of CDTQT is to reinforce the aircrew member's awareness of limitations and demonstrate physiological effects while

wearing the aircrew chemical defense ensemble (ACDE). The complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during annual CDTQT.

3.5.4.1. CDTQT Procedures. Aircrew will perform primary crew duty tasks while wearing the ACDE during day, overland training or in applicable flight simulators. The entire ACDE will not be worn during CDTQT. Normally, wear only the CBO mask, helmet, filter pack, cotton gloves, butyl rubber gloves, and NOMEX gloves (ensure the dark sun visor assembly is issued with the CBO mask). The HGU 41/P protective hood will not be worn during training and exercise flights. Personnel may accomplish aircraft CDTQT preflight requirements while wearing either the aircrew or ground CD ensemble components. ACDE or ground CD ensembles will come from unit training assets.

3.5.4.1.1. Pilots. (N/A if training is conducted in simulator). An instructor or flight examiner qualified pilot, not wearing the CD components, will occupy the opposite seat during initial aircraft CDTQT. During recurring CDTQT, qualified aircraft commanders may act as the observer and occupy the opposite seat.

3.5.4.1.2. All Other Aircrew. An instructor or flight examiner in each respective crew position will act as the observer for initial CDTQT. During recurring CDTQT, qualified aircrew may act as the observer for their respective crew positions.

3.5.4.1.3. Aircrew will wear the required ensemble components for approximately one hour while accomplishing a tactical profile. If constraints exist which limit the completion of a tactical profile, a cross section of requirements (i.e., engine start, pattern work) to include a minimum of a take-off and landing, will be accomplished. CDTQT will not be flown at night.

3.5.4.1.4. Observers must closely monitor aircrew actions during the aircraft CDTQT. If an aircrew member experiences difficulties, such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or aircrew believes it is unsafe to continue, the chemical defense equipment will be immediately removed. Any difficulties in completing tasks will be documented and given to the unit training office by the observer.

3.5.4.1.5. No CW training will be conducted when temperature/dew point conditions fall outside the "normal" range of the fighter index of thermal stress (FITS) chart adjusted for the partial CW gear IAW AFD 32-40, AFI 32-4001, and AFI 32-4002.

### 3.5.5. CDTQT Continuation Training:

3.5.5.1. Ground Training. Each aircrew member must conduct ground training annually, consisting of:

3.5.5.1.1. Donning the full aircrew ensemble.

3.5.5.1.2. Donning of aircrew hood, overcape, and overboots.

3.5.5.1.3. Doffing of the CW ensemble IAW current shelter processing procedures.

3.5.5.1.4. Physiological effects of chemical agents and the appropriate first aid.

3.5.5.2. Flying Training. Restrictions include:

3.5.5.2.1. Aircrew must be fully current and qualified in an event prior to accomplishing that event on a CDTQT sortie.

3.5.5.2.2. CW mask, filter pack, and gloves are required for CDTQT flight credit.

3.5.5.2.3. The initial CDTQT flight may be credited towards CDTQT requirements for the training cycle in which it is accomplished.

3.5.5.2.4. Units whose aircrew members utilize the Aircrew Eye and Respiratory Protection (AERP) System will perform primary crew duty tasks while wearing the AERP during day or night Visual Meteorological Conditions (VMC) flights or in applicable flight simulators. Flights with the AERP system may be conducted over water.

3.5.5.2.4.1. The entire ACDE will not be worn during CDTQT. Aircrew will wear the AERP above-the-shoulder equipment wear only: mask assembly, blower, rubber gloves and cotton inserts (under nomex gloves), and handcarry their overboots and overcape. Overboots and overcapas are only worn when transiting liquid contamination areas to reduce heat stress. Wear of the CWU-66P coverall is simulated with the standard flight suit to reduce wear and heat stress.

3.5.5.2.4.2. Aircrew will receive a ground training session, which includes dressing out in the AERPs gear prior to flying with the gear. This ground training consists of: academic and hands-on training in which the aircrew demonstrates donning, doffing, re-donning, buddy dressing, and CCA procedures. The AERPs mask has the capability of being doffed over water. Aircrew will demonstrate the over water doffing procedures during academic training IAW local life support AERPs Lesson Plans.

### 3.6. Flight Surgeon:

3.6.1. Ground Training. Flight surgeons will comply with requirements IAW AFI 11-202, Volume 1. *NOTE:* For immediate SAR missions follow briefing requirements for passengers.

3.6.2. Flight Training. The first flight in the unit-assigned aircraft will be under the supervision of an instructor FE. *NOTE:* Not required for immediate SAR missions.

3.6.2.1. The briefing and sortie will emphasize crew coordination, communications and aircraft equipment.

3.6.2.2. The initial sortie may be flown in conjunction with other training sorties.

3.6.2.3. Flight surgeons whose primary assigned aircraft is the HH-60G must attend Underwater Egress Training (UET) and Helicopter Emergency Escape Device (HEED) (N/A AETC).

## Chapter 4

### CONTINUATION TRAINING

**4.1. General.** This chapter outlines ground and flying training requirements for BAQ, BMC, and CMR aircrew. Refer to chapter 5, Upgrade/Specialized Training, for program specifics. Aircrew must be qualified IAW AFI 11-401, AFI 11-202 all volumes, and AFI 11-2HH-60V2, *HH-60--Aircrew Evaluation Criteria*. Additionally, they must complete IQT to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.1.1. Units will develop procedures to ensure flight and training records screening during unit out-processing. This screening should normally be accomplished in sufficient time to ensure discrepancies are rectified prior to PCS. Additionally, all personnel departing to short tour areas will be scheduled by the losing organization for simulator refresher, physiological training, and other training, as appropriate, to prevent unnecessary TDYs from short tour areas.

4.1.2. For recurring training requirements before removal from active flying, refer to AFI 11-202, Volume 1.

4.1.3. Intracombat and Intercombat Transfer of Aircrew Members. Aircrew qualifications may be accepted at the discretion of the gaining unit commander. The gaining unit commander will determine what training, if any, is required for newly assigned personnel.

4.1.3.1. Local command or unit indoctrination is required before the aircrew member is certified to perform aircrew duties.

4.1.3.2. Commanders may direct evaluations before deciding if the aircrew member is qualified for that unit's mission.

4.1.4. (ACC) Additional Guidance:

4.1.4.1. Aircrew assigned to the Weapons School and 422 TES only require annual mission ground training as determined by the division CC. Waiver authority for all other ground training is the USAFWS/CO or 79 TEG/CC, as appropriate, unless otherwise specified in applicable publications.

4.1.4.2. Only qualified Weapons School IPs and IFs will be sent on Weapons School unit visits.

**4.2. Ground Training.** Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. **Table 4.2.** lists all required ground training. The following programs comprise ground training only. Refer to **Attachment 2** for detailed descriptions of specific events listed below and in **Table 4.2.**

4.2.1. Physiological training.

4.2.2. Instrument Refresher Course (pilots only).

4.2.3. Life support training. Life support training includes egress, personal survival equipment, aircrew chemical warfare ensemble training, and local/deployment survival IAW MAJCOM life support directives.

4.2.3.1. Survival, evasion, resistance, and escape (SERE), and code of conduct (CoCCT) training

- 4.2.4. Situational emergency procedures training (SEPT).
- 4.2.5. Weapons/tactics academics training.
- 4.2.6. Verification training.
- 4.2.7. Intelligence training.
- 4.2.8. US/Russia prevention of dangerous military activities.
- 4.2.9. Crew resource management.
- 4.2.10. NOTE: (AETC/ACC) FTU/CC, USAFWS WSR/CC and 422 TES determine which requirements their aircrew will maintain as specified in [Table 4.2](#).

**4.3. Flying Training.** All aircrew will accomplish the requirements as shown on [Table 4.3](#), as applicable to their individual crew position. Pilots may log up to 50% of their annual instrument approach requirements in an appropriate simulator. Pilots and flight engineers may log one emergency procedure sortie per year in an appropriate simulator. Failure to accomplish these requirements will not affect BAQ, BMC or CMR status but will require additional training as determined by the SQ/CC. If any sortie or event requirement from [Table 4.3](#), is subsequently added in a MAJCOM RAP tasking message, it becomes a requirement for BMC and CMR status as specified in the RAP tasking message. (NOTE: (AETC/ACC) FTU/CC, USAFWS WSR/CC and 422 TES will determine which requirement/currency events listed in [Table 4.3](#), and [Table 4.4](#), will be maintained by their assigned/attached aircrew). In addition, the following are required:

4.3.1. Basic Aircraft Qualification (BAQ) Requirements:

- 4.3.1.1. Qualification/Instrument Evaluation IAW AFI 11-202V2 and AFI 11-2HH-60V2.
- 4.3.1.2. Currencies (as applicable) IAW paragraph [4.7](#) of this instruction.
- 4.3.1.3. BAQ aircrew will fly a supervised sortie (squadron supervisor or instructor) at least once every 60 calendar days (AETC: N/A). In addition, if a BAQ aircrew does not fly for 30 days, the next sortie will be flown with an instructor.
- 4.3.1.4. BAQ aircrew that remain in BAQ status for more than 6 months will be grounded (except general officers) unless waived by MAJCOM/XO/DO (AETC: FTU WG/CC).

4.3.2. Basic Mission Capable (BMC) Requirements:

- 4.3.2.1. Qualification and Mission Evaluation IAW AFI 11-202V2 and AFI 11-2HH-60V2.
- 4.3.2.2. Currencies (as applicable) IAW paragraph [4.6](#) of this instruction.
- 4.3.2.3. BMC aircrew will fly RAP sorties and/or events as required by this instruction and the RAP tasking message, and as authorized by the SQ/CC based on their PAI experience and proficiency.
- 4.3.2.4. Ground training requirements related to RAP sorties/events for which they are authorized to fly.
- 4.3.2.5. Sortie rate (lookback) IAW [Table 1.1](#), and paragraph 4.7.11 of this instruction (N/A API-8s).



4.3.2.6. RAP sorties, mission types, and events, including weapons qualifications IAW the procedures set forth in this instruction and the MAJCOM RAP tasking message. (Failure to accomplish RAP-tasked mission types may be waived by the SQ/CC as long as total RAP sorties are accomplished. Report mission type waivers IAW paragraph 1.2.4.5. of this volume if the waivers are due to over tasking or unit limiting factors [LIMFACS]).

4.3.2.7. Unit-developed training programs for spin-up prior to participation in exercises and deployments.

4.3.3. Combat Mission Ready (CMR) Requirements:

4.3.3.1. Performance satisfactory to the SQ/CC.

4.3.3.2. Qualification and Mission Evaluation IAW AFI 11-202V2 and AFI 11-2HH-60V2.

4.3.3.3. Sortie rate (lookback) IAW Table 1.1. and paragraph 4.8. of this volume.

4.3.3.4. Currencies (as applicable) IAW paragraph 4.6. of this volume.

4.3.3.5. Ground training IAW Table 4.2. of this volume.

4.3.4. Special Capabilities/Qualification Requirements:

4.3.4.1. Specialized training IAW Chapter 5 and guiding syllabi.

4.3.4.2. Sortie requirements IAW the RAP tasking message.

4.3.4.3. Failure to accomplish the requirements specified in this instruction or the RAP tasking message requires loss of designation/qualification.

4.3.4.4. Re-certification/Re-qualification is IAW paragraph 4.8.4. of this volume.

4.3.5. Designated Training (TF-Coded)/Designated Test (CB-Coded) Aircraft Unit Requirements:

4.3.5.1. Aircrew members assigned/attached to TF or CB-coded units will fly the BMC rate and accomplish the non-RAP BMC requirements as shown on Table 4.3. Failure to accomplish these requirements will not affect instructor status, but will require retraining as determined by the SQ/CC.

4.3.5.2. (ACC) Aircrew members assigned/attached to CB-coded units need not maintain instructor status.

4.3.5.3. Events. Instructors must be qualified in the events they plan to instruct.

4.3.5.4. Ground Training. Training as directed by the SQ/CC.

4.3.5.5. (ACC) For USAFWS/WSR and 422 TES aircrew, periodic simulator refresher course requirements do not apply.

4.3.5.6. Mission/Instructor Evaluation, as applicable, IAW AFI 11-2HH-60V2.

4.3.5.7. (AETC) Formal school instructors will maintain currency in only those maneuvers in which they are qualified. Currency requirements are based on BMC requirements.

#### 4.4. Special Categories:

##### 4.4.1. Flight Surgeon (FS):

4.4.1.1. May fly selected missions to enhance understanding of tactical missions with which they are directly associated. Initial checkouts will be IAW paragraph 3.6. of this volume.

4.4.1.2. FS flying rates and requirements will be IAW AFI 11-202V1.

##### 4.4.2. MAJCOM and NAF API-8 Pilots (ANG: Responsibilities for API-8/staff flyers are contained in AFI 11-401 as supplemented by the ANG):

4.4.2.1. Mission Directed Training (MDT) for HHQ personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM division chiefs and NAF/XO/DO are reviewing authorities for assigned personnel. They will:

4.4.2.1.1. Coordinate with the supporting agency to ensure appropriate AFORMS data is maintained and provided IAW AFI 11-401.

4.4.2.1.2. Review assigned aircrew accomplishments and currencies prior to authorizing aircrew to participate in MDT.

4.4.2.1.3. Provide each aircrew with written documentation specifying the sortie types and events the aircrew is authorized to fly.

4.4.2.2. HHQ personnel maintaining BMC status are exempt from academic ground training, CW training, and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron and HHQ supervisors will determine aircrew qualifications to participate in squadron scenarios for MDT.

##### 4.4.2.3. Aircrew will:

4.4.2.3.1. Review accomplishments and currencies for accuracy.

4.4.2.3.2. Submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.4.2.3.3. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.

4.4.2.4. Instructor-qualified aircrew may perform instructor duties with the concurrence of the OG/CC, if qualified and current for the applicable missions/events. N/A for formal schools.

##### 4.4.3. Active Duty Pilots Flying with ANG and AFRC Units:

4.4.3.1. Squadron/wing/group advisor rated personnel on duty with operational training units will maintain CMR/instructor status, as appropriate, and may be qualified as a SEFE.

4.4.3.2. Active duty pilots other than assigned advisors are authorized to fly with reserve component units under restrictions identified in AFI 11-401.

4.4.3.3. HHQ staff pilots may participate in tactical training events. Each pilot will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.4.3.4. Pilots on exchange programs from active duty units are authorized mission oriented sorties IAW the specific OPlan that establishes the exchange. Squadron commanders may authorize their participation IAW their specific experience and qualification.

#### 4.5. Multiple Qualification/Currency:

4.5.1. MAJCOM/XO/DO (ANG: HQ ACC/XOG) may authorize qualification in more than one mission design series (MDS) aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by paragraph 4.5.2. of this instruction have MAJCOM/XO/DO approval and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM XOF/ DOT (ANG: HQ ACC/XOF). All requests must contain full justification. Approval for multiple qualification requests must be provided to the appropriate host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into AFORMS.

4.5.1.2. Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position, and aircraft requested, or rescinded by MAJCOM/XO/DO (ANG: HQ ACC/XOG).

4.5.2. HH-60G, MH-60G, and UH-60A/L are considered the same MDS.

4.5.3. Multiple qualification is not appropriate for senior wing supervisors of units with different types of aircraft. Wing commanders will qualify in only one of their wing's aircraft. Either the WG/ CV or OG/CC should qualify in another of the wing's aircraft (not the same one selected by the WG/ CC). (For ACC: See ACCI 11-450, *Orientation Flight Program*, for policy on senior supervisor familiarization flights.)

4.5.4. Multiple Requirements. Aircrew will satisfy at least 50 percent of the sorties requirements of their primary aircraft in that aircraft. If CMR, they will meet all RAP sortie/event requirements of the primary aircraft. In addition, aircrew will fly an equitable distribution of emergency procedures sorties, non-precision approaches, and precision approaches in each MDS to fill their non-RAP requirements.

4.5.5. Multiple Currencies. Pilots will fly at least once each 45 days in each aircraft. Enlisted aircrew will fly at least once each 60 days in each aircraft. They will comply with all other currency requirements for each aircraft.

4.5.6. Aircrew must complete conversion training IAW an approved syllabus.

#### 4.6. Currencies/Re-currency/Re-qualification:

4.6.1. Currency. Table 4.4 defines currency requirements for all HH-60 aircrew. If an aircrew member loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted. Aircrew delinquent in currency requirements of Table 4.4. will fly under the supervision of an instructor unless otherwise annotated.

4.6.2. Demanding Sortie Currency. If a pilot, copilot, flight engineer or aerial gunner has not flown any sortie for a time period of 30 days or more, their next flight must be either a) non-demanding, or

b) demanding so long as an instructor is onboard and in the same crew position. Refer to [Attachment 3](#), Demanding Sortie, for requirements.

4.6.3. Loss of/Re-qualification to Instructor Status. Instructors will be decertified if:

4.6.3.1. They fail a flight evaluation. To regain instructor status, the instructor must successfully complete a flight evaluation IAW AFI 11-202V2 and AFI 11-2HH-60V2.

4.6.3.2. They fail a qualification, instrument, or mission examination. To regain instructor status, the instructor must successfully re-accomplish the written exam.

4.6.3.3. They become noncurrent in an event/sortie which causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require decertification. If the SQ/CC does not elect this option or if the instructor becomes noncurrent in events/sorties which do not require removal from CMR/BMC status, instructor status may be retained, but the instructor will not instruct in that event/sortie until the required currency is regained.

4.6.4. Aircrew assigned to units north of the 60-degree parallel handle night/NVG currency as follows: Day sorties/events update night sortie/event currencies from 1 April to 30 September. Consider all inexperienced aircrew non-current for all applicable night events/sorties on 1 October. Inexperienced aircrew regain currency by demonstrating proficiency in delinquent events/sorties to an instructor. Unit commanders may consider other aircrew non-current on 1 October.

4.6.4.1. NVG Currency does not need to be maintained from 1 April through 30 September to remain CMR, however, NVG currency must be regained by 31 October. To regain NVG currency, the most appropriate instructors, as selected by the SQ/CC, will fly an NVG route. Other noncurrent aircrew will regain currency by demonstrating proficiency to an instructor.

4.6.5. Re-currency/Re-qualification. Re-currency is required whenever an aircrew does not meet a currency requirement in this instruction. Overdue training requirements must be satisfied before the aircrew is considered qualified to perform tasks applicable to the type of training in which delinquent. Training annotated as affecting CMR status will require regression to N-CMR until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR although it may result in grounding until training is completed (e.g., life support training). The duration of grounding and status of sortie lookback will determine the effect on CMR status. Regaining currency is based on time elapsed from the date the individual became non-current:

4.6.5.1. Loss of Currency Up to 6 Months. Training as directed by the squadron commander and demonstrate proficiency in non-current event(s) to an instructor of the same crew position in the aircraft. Events performed under the supervision of an instructor are creditable toward the applicable currency period.

4.6.5.2. 6 Months - 2 Years (Unqualified). Training as directed by SQ/CC to include a written qualification examination and flight evaluation. Pilots and flight engineers require simulator refresher (if available). Pilots also must complete a written instrument examination and instrument evaluation.

4.6.5.3. 2 - 5 Years (Unqualified). Complete re-qualification course, to include re-qualification academic training, either in-unit or formal school flying training, and a flight evaluation. If formal school flying training quotas are not available, units must request MAJCOM/XO/DO waiver to conduct in-unit training using formal school courseware.

4.6.5.4. Over 5 Years (Unqualified). Complete formal initial qualification course (IQT) course.

4.6.6. Aircrew previously qualified as instructors or evaluators in the HH-60 may be re-qualified to instructor status. In this case, instructor training must be included in the re-qualification course and the re-qualification evaluation must check instructor performance as well as primary duty performance in the crew position.

**4.7. Regression.** Sortie lookback is a tool used to ensure CMR/BMC proficiency. Each aircrew must fly a minimum number of sorties per month to remain proficient. Lookback is a tool which ensures that currencies are not used to drive proficiency. Refer to [Figure 4.1.](#), Lookback/Regression Flow Chart, for additional guidance.

4.7.1. CMR/BMC regression for failure to meet lookback (see [Table 1.1.](#) and [Figure 4.1.](#)). Only RAP training and Contingency Operations sorties may be used for lookback. If an aircrew does not meet lookback requirements throughout the training cycle (N/A for AETC), SQ/CCs can either regress the aircrew to N-CMR/N-BMC levels, as applicable, remove the aircrew from a CMR manning position, or initiate action to remove the aircrew from active flying status.

4.7.1.1. Failure to meet 1-month RAP/Contingency Operations sortie lookback requires review of the aircrew member's 3-month sortie history. If the 3-month lookback has been met, aircrew may, at SQ/CC discretion, remain CMR/BMC status. Failure to meet the 3-month lookback will result in regression to N-CMR/N-BMC status as appropriate, or the aircrew may be placed in probationary status for 1 month (ANG and AFRC 2 months) at the SQ/CC's discretion. If probation is chosen, the only way to remove an aircrew from probation and preserve the current status is to re-establish a 1-month lookback at the end of the probation period (see [Figure 4.1.](#)).

4.7.1.2. CMR/BMC aircrew regressed to N-CMR/N-BMC for lookback must complete a SQ/CC approved re-certification program to return to CMR/BMC standards. As a minimum, this program will consist of sorties equaling one-half of 1-month's RAP sortie requirement. Upon completion of the re-certification program, CMR/BMC aircrew must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited toward their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.7.1.3. Lookback computations begin following completion of MQT. The aircrew must maintain 1-month lookback until 3-month lookback is established.

4.7.2. Aircrew who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2. Aircrew will regress to N-CMR/N-BMC, as applicable, until successfully completing required corrective action and re-evaluation and are re-certified by the SQ/CC as CMR/BMC.

4.7.3. (AETC) RAP lookback is only required if aircrew are deploying to augment an operational unit. Aircrew must meet the 1-month lookback requirements for RAP sorties/events prior to deploying unless specifically waived by the requesting organization.

**4.8. End-of Cycle-Requirements.** Aircrew who fail to complete sortie and or/event requirements of this instruction by the end of the training cycle may require additional training depending on the type and magnitude of the deficiency. Refer to paragraph [4.9.](#) of this volume to see if some of these requirements can be prorated. In all cases, report training shortfalls IAW paragraph [1.2.4.5.](#) of this volume.

4.8.1. Aircrew who fail to meet the total annual RAP sortie requirement may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.8.2. Aircrew who fail to meet annual non-RAP sortie and/or event requirements may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.8.3. Failure to meet total RAP sortie type requirements will result in:

4.8.3.1. Regression to N-CMR/N-BMC if the SQ/CC determines that the sortie type deficiency is significant. To regain CMR/BMC the aircrew will complete all deficient sortie types. These sorties may be counted against the total requirements for the new training cycle.

4.8.3.2. Continuation at CMR/BMC if total RAP sorties and lookback are maintained and the sortie type deficiencies are deemed insignificant by the SQ/CC.

4.8.4. Failure to accomplish sorties required for Special Capabilities/Qualifications will result in loss of that qualification. The SQ/CC will determine re-qualification requirements.

**4.9. Proration of End-of-Cycle Training Requirements.** At the end of the training cycle, the SQ/CC may prorate all training requirements when duties not involving flying (DNIFs), emergency leaves, non-flying TDY/exercises, combat/contingency deployments, (ANG, AFRC: and/or mandatory training required for civilian employment) preclude training for a portion of the training period. Normal annual leave will not be considered as non-availability. Extended bad weather which precludes the unit from flying for more than 15 consecutive days may be considered as non-availability.

4.9.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.9.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use [Table 4.1](#). to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.9.3. If IQT or MQT is re-accomplished, an aircrew member's training cycle will start over at a prorated share following completion of IQT/MQT.

**Table 4.1. Proration Allowance.**

CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
166 - 195	6
196 - 225	7
226 - 255	8



CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
256 - 285	9
286 - 315	10
316 - 345	11
Over 345	12

4.9.4. Example: Capt Jones was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of 3 months proration from his training cycle (1 month for emergency leave and 2 months for SOS).

4.9.5. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.9.6. Newly assigned/converted aircrew and aircrew achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. The prorated share of RAP sorties must be completed in CT.

4.9.7. Night, NVG, and AR requirements accomplished during MQT may be credited toward prorated CT requirements if accomplished during the cycle in which the aircrew was declared CMR/BMC, unless specified otherwise by the MAJCOM.

4.9.8. An aircrew member's last month on station prior to departing PCS may be prorated provided 1-month's proration is not exceeded. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.9.9. CMR aircrew who attend USAFWS courses in TDY-and-return status and/or who participate in actual flying contingency operations may be reported throughout the TDY as CMR. Upon return, those aircrew will accomplish a prorated share of sortie/event requirements (see [Table 4.1.](#)).

4.9.10. Contingency Operations. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program:

4.9.10.1. Normally, all sorties flown during contingency operations will be logged as contingency operations sorties. These sorties do not count toward annual RAP requirements, but may be used for lookback purposes. RAP events logged during contingency operations sorties do not count toward annual RAP requirements, but may be used to update currencies. Upon returning from contingency operations, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, proration is authorized for the deployment preparation and deployment recovery time where home station flying is reduced by the MAJCOM. (ANG, AFRC: Individuals deployed for more than a 7 day period may prorate a 1 month portion of RAP sorties and events).

4.9.10.2. As the training quality of missions flown at contingency locations may vary considerably, WG/CCs are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

4.9.10.3. Upon return from contingency operations, proration is computed by calculating the sorties to be prorated for the entire deployment, and then subtracting the number of valid RAP sorties as authorized by the OG/CC. The result is the allowable sortie proration. Negative numbers equate to zero. Events will be prorated at SQ/CC discretion based on the events accomplished during valid RAP sorties.

#### **4.10. Regaining CMR/BMC Status:**

4.10.1. If CMR/BMC status is lost due to failure to meet the end of cycle training event requirements, re-qualification is IAW paragraph 4.7. of this volume.

4.10.2. If CMR/BMC status is lost due to failure to meet lookback, IAW paragraph 4.7., the following applies (timing starts from the date the aircrew came off CMR/BMC status):

4.10.2.1. Up to 90 Days. The aircrew member must complete SQ/CC directed re-certification program in accordance with 4.7.1.2. In addition, all RAP event currencies must be regained. The SQ/CC will approve any other additional training prior to re-certification to CMR.

4.10.2.2. 91-180 Days. Same as above, plus qualification and tactical written examinations.

4.10.2.3. 181 Days and Beyond. Re-accomplish MQT.

#### **4.11. Example of the Lookback, Regression, Proration, and Re-qualification Process:**

4.11.1. Capt Smith is an inexperienced CMR pilot in ACC with a 1- and 3-month lookback requirement of 4 and 10 RAP sorties respectively. On Feb 3, he flew a NVG sortie prior to departing for a non-flying TDY staff tour for 2 months. He reported back for flight duty on 6 Apr. What is his status throughout his TDY and on his return?

4.11.1.1. The SQ/CC wanted to list Capt Smith as a countable CMR pilot for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He only flew two RAP sorties, failing the 1-month lookback. The Flt/CC then performed a 3-month lookback (Dec, Jan, Feb). This showed that he flew only eight RAP sorties for this period. Had he flown two more sorties, his SQ/CC could continue Capt Smith as CMR. However, with eight sorties, Capt Smith did not meet the 3-month lookback for a CMR pilot. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

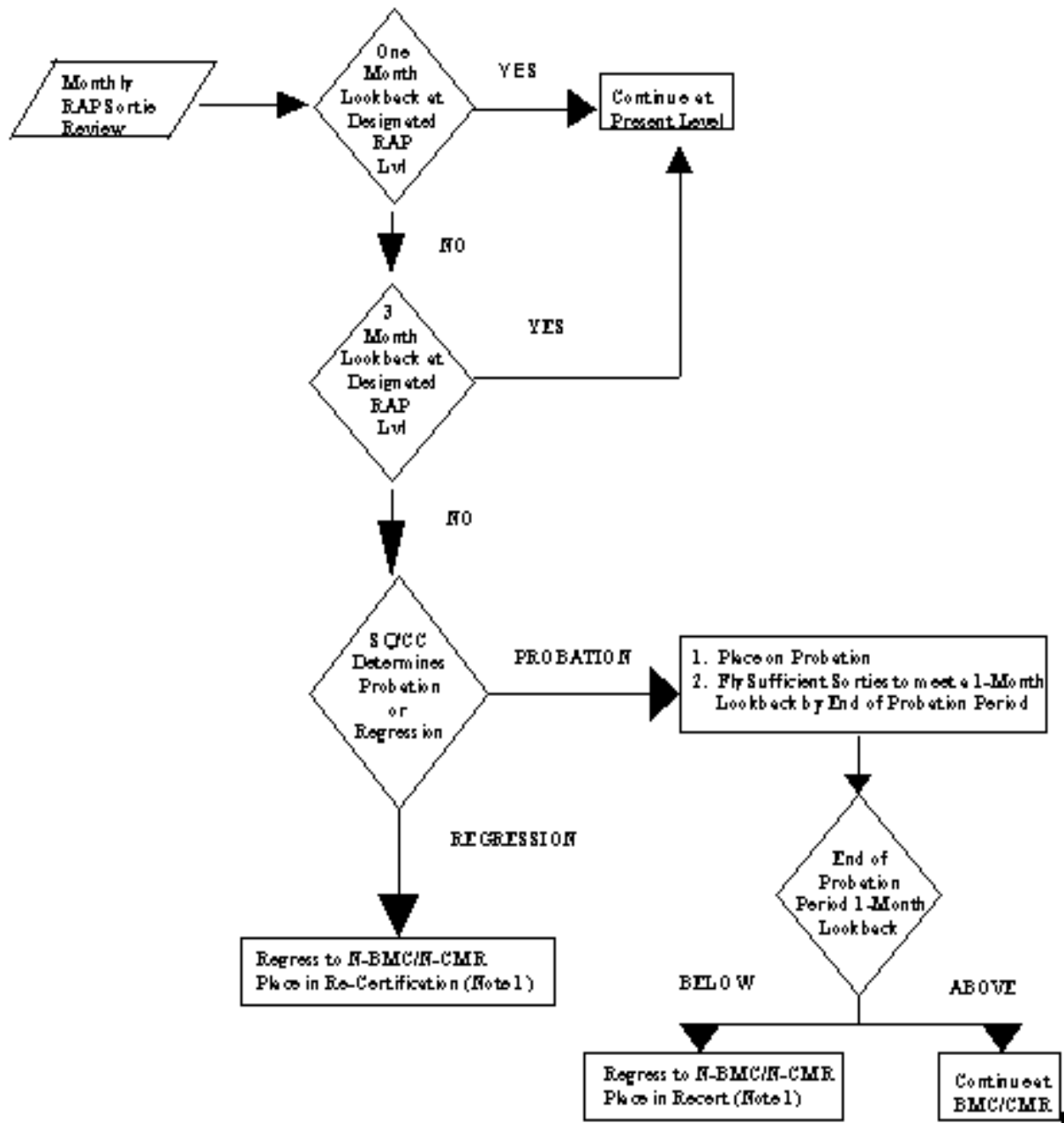
4.11.1.2. On 1 Apr, Capt Smith's 1-month lookback (Mar) was zero sorties. The SQ/CC must now regress Capt Smith to N-CMR. In May, the SQ/CC will have to place him in a two sortie minimum (one half of the four sortie 1-month lookback requirement for CMR) re-certification program. Upon completing this program, Capt Smith will need to then fly two more RAP sorties in May to re-establish his 1-month lookback by 1 June. Failing to do so would force him to be reported N-CMR 1 more month until the next lookback process on 1 July.

4.11.1.3. If he had returned on 22 Mar, and had last flown the helicopter 48 days ago, he could fly a non-demanding sortie to regain demanding sortie and currency. For CMR purposes, Capt Smith would need to fly four RAP sorties to recapture his 1-month lookback and get off probation. Although Capt Smith was still CMR in Mar, the SQ/CC flew him with an IP on his first NVG sortie in order to regain his NVG tactical currency.



4.11.1.4. At the end of the training cycle on 30 Jun, the SQ/CC prorated 2 months off of Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient in one RAP sortie category. The SQ/CC could regress Capt Smith to N-CMR if deemed significant. After accomplishing the tailored re-certification program (the deficient sorties), the SQ/CC would re-certify Capt Smith to CMR. This sortie counts for the new training cycle.

Figure 4.1. Lookback/Regression Flow Chart.



**NOTE 1:** SQ/CC will approve a program to bring the aircrew up to CMR/BMC standards equaling one-half of 1 month's RAP sortie rate. Prior to being considered CMR/BMC, the aircrew must satisfy the subsequent 1-month lookback.

**Table 4.2. Ground Training.**

<b>MOBILITY TRAINING</b>				
<b>These items are required for mobility units or units that generate in place</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR/BMC</b>
Chemical Warfare Defense Training- Ground Crew Ensemble (N/A CB, TF, and ADF coded units)	Initial and Annual	AFPD 32-40, AFI 32-4001, AFI 32-4002	No	No
Small Arms Training	Initial & Qualify as required (ANG/ AFRC: Requal every 3 yrs)	AFI 36-2226 (ANG: AFI 36-2226, ANG Sup 1)	No	Yes
ISOPREP Review	Semiannual	AFI 14-105	No	Yes
Intelligence Training	Annual	AFI 14-105 and AFI 14-105 Sup 1	No	Yes
<b>AIRCREW TRAINING</b>				
Physiological Training	Every 3 or 5 yrs as applicable	AFI 11-403	Yes	No
Instrument Refresher (pilots only)	Periodic	AFMAN 11-210 and AFI 11-202V2 as supplemented	No	No
Life Support Training		AFI 11-301 as supplemented		
a. Egress Training	Annual		Yes	No
b. Life Support: Equipment Training	Annual		No	No
c. Combat Survival Training (CST) (N/A CB, TF, and ADF Coded units)	Biennial		No	Yes
d. Water Survival Training	Biennial		No	No
e. Local area Survival Training	Initial		Yes	No
f. Underwater Egress Tng/ HEED	Initial		Yes	No
g. HEED Video Review	Annual	Attachment 2	No	No
h. HEED Hands-On Tng	Biennial	Attachment 2	No	No
Initial Chemical Warfare Defense Training-Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Prior to 1 <sup>st</sup> CW flight	Attachment 2	No	Yes
Annual Chemical Warfare Defense CT-Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Annual	Attachment 2	No	Yes
Simulator Refresher Course (P/FE only)	Periodic	Attachment 2	Yes	Yes
Situational Emergency Procedures Training (SEPT)	Monthly	Attachment 2	Yes	No
Verification Training	18 months	Attachment 2	No	Yes (no BMC)
Weapons/Tactics Academics	Annual	Attachment 2	No	Yes
Marshaling Exam	Initial & after PCS	AFI 11-218	No	No
Flying Safety Training	Once per Quarter	AFI 91-202	No	No

SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
Supervisor Safety Training	Initial Only	AFI 91-301	No	No
Crew Resource Management	24 Months	AFI 11-290, Attachment 2	Yes	No
Anti-Hijacking Training	Biennial	AFI 13-207 (FOUO)	No	No
Chaff/Flare Ground Familiarization	One-Time	Attachment 2 (Part of IQT)	No	Yes
Ground Gunnery Training (FE/AG)	Annual	Attachment 2	No	Yes
Night Vision Device (NVD) Lab	One-Time	para 2.4 (part of IQT)	No	Yes
NVG Academic Tng	Annual	Attachment 2	No	No
Personnel/Equipment Delivery	One-Time	Attachment 2	No	No
Pyrotechnic Training (FE/AG)	Initial/Annual	Attachment 2	No	Yes
<b>AIR FORCE AWARENESS PROGRAM TRAINING</b>				
Protection of the President	After a PCS	AFI 71-101V2	No	No
US/Russia Prevention of Dangerous Military Activities	Initial/Annual and Predeployment	CJCSI 2311.01	No	No
Fire Extinguisher Training	Initial upon PCS	AFOSHSTD 91-56	No	No
Code of Conduct	Annual	AFI 36-2209	No	No
Law of Armed Conflict	Annual	AFI 14-105 AFPD 51-4 and AFI 51-401	No	No
Substance Abuse	After PCS	AFI 44-121	No	No
Military Equal Opportunity Newcomers Orientation	After PCS	AFI 36-2706	No	No

**Table 4.3. Non-RAP (Basic Skills) Annual Requirements/Currencies (Inexperienced/Experienced).**

<b>HH-60 PILOT</b>				
REQUIREMENT	BAQ	BMC	CMR	Remarks
Minimum Total Sorties	Currency	See <a href="#">Table 1.1.</a>	See <a href="#">Table 1.1.</a>	
Precision Approach	12	12	12	
Non-Precision Approach	12	12	12	
Remote Operations	4	N/A	N/A	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only
<b>HH-60 FLIGHT ENGINEER</b>				
Minimum Total Sorties	Currency	See <a href="#">Table 1.1.</a>	See <a href="#">Table 1.1.</a>	
Remote Operations	4	N/A	N/A	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only
<b>HH-60 AERIAL GUNNER</b>				
Minimum Total Sorties	Currency	See <a href="#">Table 1.1.</a>	See <a href="#">Table 1.1.</a>	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only

Table 4.4. RAP Annual Currencies (Inexperienced/Experienced).

HH-60 PILOT/FLIGHT ENGINEER/AERIAL GUNNER					
EVENT	Crew Position	Currency	Affects CMR	To Regain Currency:	NOTES
CDTQT	P,FE,AG	365	YES	Fly Event	3,4,9
WATER OPS	P,FE,AG	90/120	NO	Fly Day or NVG Event	3,4,9
FORMATION	P,FE,AG	90	YES	Fly Day or NVG Event	1,3,4,9
NVG FORMATION	P,FE,AG	60/90	YES	Fly NVG Event	1,3,4,9, 11
AIR REFUELING	P,FE	180	YES	Fly Day or NVG Event	3,4,9
NVG AIR REFUELING	P	120	YES	Fly NVG Event	3,4,9,11
NVG AIR REFUELING	FE	180	YES	Fly NVG Event	3,4,9,11
LOW LEVEL OPS	P,FE,AG	45/60	YES	Fly Day or NVG Event	3,4,9
NVG LOW LEVEL OPS	P,FE,AG	45/60	YES	Fly Event	2,3,4,9, 11
GUNNERY	FE,AG	60/90	YES	Fly Event	3,4,5,9
NVG Water Operations	P,FE,AG	45/60	NO	Fly Event	2,3,6,9, 11
Basic Sortie	P	45	NO	Any Sortie	
Basic Sortie	FE, AG	60	NO	Any Sortie	
Night Landing	P	90	NO	Fly Event	7
EP Sortie	P, FE	90	NO	Fly Event	10
CONTACT SORTIE	P	90	NO	Fly Event	10
Instrument Approach	P	45	NO	Precision or Non-Precision Approach	8,10
NVG Sortie	P, FE, AG	45/60	NO	Fly any NVG Sortie	2,9,11
AHC Sortie	P, FE, AG	365	NO	Fly Event	10
Cargo Sling	P, FE	365	NO	Fly Event	9
Hoist	FE	60	NO	Event	9
Rappel	FE, AG	90	NO	Event	9
Fast Rope	FE, AG	90	NO	Event	9
Rope Ladder	FE, AG	90	NO	Event	9
Stokes	FE	180	NO	Event	9
Hot Refueling	FE, AG	180	NO	Event	9
Proficiency Sortie	P,FE,AG	180	NO	Event	12

**NOTES:**

1. AFRC and ANG: 90/120 days.
2. AFRC and ANG: 70 days.
3. Refer to Attachment 3 for event descriptions and requirements.
4. Loss of any CMR currency requirement for 6 months or more results in loss of the aircrew member's mission qualification. See paragraph 4.6.5 for re-qualification requirements.
5. Live fire gunnery currency is required every 180 days (ANG and AFRC: 365 days). Aircrew qualified on more than one gun system will fire each weapon every 180 days (ANG and AFRC: 365 days).
6. Loss of the NVG Water Operations currency requirement for 6 months or more results in the aircrew becoming unqualified to perform NVG Water Operations. The aircrew must complete re-qualification IAW paragraph 4.6.5.
7. May be unaided or on NVGs. Log only one landing for each basic sortie. Accomplish the landing between 30 minutes after official sunset to 30 minutes before official sunrise.
8. Pilots non-current in instrument approaches must regain currency by flying under the supervision of a current and qualified instructor pilot at a set of controls.
9. Not required for BAQ only aircrew.
10. Aircrew members delinquent in EP sortie, contact sortie, AHC sortie, or instrument approach currency must first regain currency prior to accomplishment of other training sorties/events.
11. NVG currencies satisfy both NVG and day currencies simultaneously.
12. AETC Only.

## Chapter 5

### SPECIALIZED TRAINING

**5.1. General.** This chapter outlines duties and responsibilities for units to upgrade, qualify, and maintain proficiency/currency for special capabilities and qualifications.

**5.2. Aircraft Commander Upgrade.** Aircraft Commander Upgrade. SQ/CCs will select only highly qualified, motivated, and responsible pilots for this program. If formal school quotas are not available, use formal school courseware for in-unit upgrade training. A waiver is not required for in-unit upgrade if a formal school quota is not available. In order to maintain an account of upgrade requirements, notify applicable MAJCOM/XOF/DOT (ACC and ANG: HQ ACC/XOFT) on all in-unit upgrades.

5.2.1. The following minimum flying hours (**Table 5.1.**) are required prior to entering aircraft commander upgrade training. Aircraft commander candidates must achieve applicable total time, helicopter time, and aircraft primary time prior to entering upgrade training. Pilots meeting the **Table 5.1.** requirements need not be qualified as a copilot first. Flying time does not include UPT-H and UPT student time or simulator time. Flying time must include only primary and secondary time. The hours prescribed in **Table 5.1.** are minimums and not intended to be the standard.

**Table 5.1. Aircraft Commander Flight Experience Requirements.**

<b>RATED FLYING TIME</b>	<b>BASIC QUALIFICATION</b>	<b>MISSION QUALIFICATION A (Note 3)</b>	<b>MISSION QUALIFICATION B (Note 4)</b>
Total Time <sup>1</sup>	175	400	700
PAI Time	50	150	100
<b>NOTES:</b>  1. Total flying time must be achieved prior to certification as an aircraft commander. PAI time does not include other time. For upgrade purposes, any H-60 variant counts toward PAI time. 2. . Must have a minimum of 100 hours total NVG time prior to certification as a night mission aircraft commander. 3. Applies to mission copilots (MC) not previously helicopter qualified on initial upgrade to mission aircraft commander. 4. Applies to mission copilots (MC), previously qualified in other helicopter MDSs. 5. This table not applicable for AETC. 6. Waivers to these totals will be IAW paragraph 1.12 of this instruction.			

5.2.2. Copilots who are in AC upgrade may continue to fly as copilots with aircraft commanders on non-upgrade sorties.

### 5.3. Instructor Upgrade:

5.3.1. SQ/CCs will select only the most qualified aircrew as instructors, considering ability, judgment, technical knowledge, skill, and experience. Instructor candidates must have completed Flight

Instructor Preparatory (FIP) Course, Aircrew Instructor Training Course (AITC), or equivalent as a prerequisite to upgrade training. Unit commanders will personally review each instructor candidate's qualifications for the following minimum prerequisites:

5.3.1.1. Instructional Ability. All initial instructor upgrade candidates will complete training on the principles of instruction during the appropriate formal school upgrade course.

5.3.1.2. Judgment. The candidate must possess the judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's and the aircraft's limitations.

5.3.1.3. Personal Qualities. The candidate must have patience, tact, understanding and a desire to instruct others. Instructors and examiners must have a personality which inspires and wins the respect of each student.

5.3.1.4. Technical Knowledge. The candidate must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures and, for pilots and engineers, the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors and examiners will be thoroughly familiar with the applicable portions of AFI 11-401; AFI 11-202V1, 2, and 3; AFI 11-2HH-60V2; this instruction; and operational procedures-series publications.

5.3.1.5. Flying Proficiency. Individuals selected must be qualified and current in specific design aircraft.

5.3.1.6. Flying Experience. Candidates must possess a reasonable background of flying experience to have developed desired standard of knowledge, judgment and proficiency. Normally, these qualities progress together. However, flying hours alone cannot be accepted as criteria for any one or all qualities.

5.3.2. Instructor Pilot. 100 hours primary/secondary time after upgrade to aircraft commander, of which 50 hours must be primary time in design and series aircraft prior to beginning instructor upgrade training. Instructor candidates must be aircraft commander qualified in the mission, event, and maneuver before instructor upgrade in the same mission, event, and maneuver.

5.3.3. Other instructor aircrew members must have a minimum of 1-year flight experience in assigned aircraft or 300 hours helicopter time, of which 100 hours must be NVG time. Instructor candidates must be qualified in the mission, event, and maneuver before instructing in the same mission, event, and maneuver.

5.3.4. AETC: The AETC FTU WG/CC will determine the minimum flight hours required for upgrade of permanent party exchange officer instructor candidates.

**5.4. Instructor/Training Requirements.** If formal school quotas are not available, use formal school courseware for in-unit upgrade training. A waiver is not required for in-unit upgrade if a formal school quota is not available. In order to maintain an account of upgrade requirements, notify applicable MAJ-COM/XOF/DOT (ACC and ANG: HQ ACC/XOFT) on all in-unit upgrades. Instructor candidates will receive instructor training in all mission and special missions they will instruct. Instructor evaluations will be in accordance with AFI 11-202V2 and AFI 11-2HH-60V2.

## **5.5. Functional Check Flight (FCF) Training:**

5.5.1. (ACC/ANG) Aircrew will complete FCF training, certification, and recurring requirements IAW AFI 21-101, Maintenance Management of Aircraft, and appropriate MAJCOM supplements thereto (ACC: ACCI 21-166, *Objective Wing Aircraft Maintenance*).

5.5.2. (AETC) Aircrew receiving initial FCF certification will complete a local check out program covering as a minimum AFI 13-201, *Air Force Airspace Management*; AFI 11-401, *Flight Management*; TO 1-1-300, *Acceptance/FCF and Maintenance Operational Checks*; TO 00-20-5, *Aircraft, Drone, Aircrew Training Device, Engine, and Air-Launched Missile Inspections, Flight Reports and Supporting Documents*; applicable -1 and -6 technical orders; applicable -6CF worksheets; and local FCF procedures.

5.5.3. Pilots will fly a representative sample of FCF profiles as a copilot prior to being designated "in command."

5.5.4. (PACAF) Aircrew will conduct FCF training IAW 18 OG/QA procedures.

5.5.5. Deleted.

**5.6. Flight Lead (FL) Upgrade.** This program establishes the minimum guidelines for those aircraft commanders identified by the SQ/CC to upgrade to flight lead. FL training should place emphasis on 2-ship tactical employment.

5.6.1. Prior to entering FL upgrade training, aircraft commander candidates should have at least 50 flying hours after certification as a mission aircraft commander.

5.6.2. Ground Training. Ground training will be locally developed and should include, but is not limited to:

5.6.2.1. FL Responsibilities. FL/wingman relationship, tasked unit missions.

5.6.2.2. Mission Preparation. Mission objectives, desired learning objectives (DLOs), wingman requirements and responsibilities, currencies, capabilities, delegation of mission planning duties, tactics, Combat Search and Rescue Task Force (CSARTF) coordination, survivor recovery options, and briefing preparation.

5.6.2.3. Conduct of Flight Briefings and Debriefings. Objectives, DLOs, lessons learned, use of briefing guides and audiovisual aids, flight member involvement, briefing techniques, and debriefing/questioning techniques.

5.6.2.4. Conduct of Missions. Control of flight, flight discipline, emergency procedures, training rules, and responsibilities to the SQ/CC.

5.6.2.5. Inflight Emergencies (IFEs) and Emergency Diverts.

5.6.3. Flight Training. Flight training will be conducted in accordance with a program approved by the SQ/CC. Missions may be flown in any order. The program outlined below provides a basic starting point and may be modified by squadron commanders based on unit needs and/or upgradee's previous experience, qualifications, and documented performance. SQ/CCs will determine which sorties are required based on a review of previous experience and unit mission, and may certify a flight lead with appropriate restrictions based on training not accomplished (i.e. no air refueling (AR), etc.). Two formation departures, a day or NVG formation aerial refueling, one CSARTF package, and two formation recoveries should be accomplished as a flight lead during the program. All flight lead upgrade (FLUG) training will be under the supervision of an IP. FL training is an instructor certified event and

must be annotated on the AF Form 1381, USAF Certification of Aircrew Training in the individual's Flight Evaluation Folder.

5.6.3.1. FLUG-1, Day Tactical:

5.6.3.1.1. Mission Objectives. Practice leading and controlling a low threat two-ship survivor recovery mission.

5.6.3.1.2. Specific Mission Tasks. Briefing, formation takeoff and departure, AR procedures, low-level ingress, reaction to threats, tactical formation maneuvering, use of CSARTF assets, survivor recovery options, low-level egress, mission reconstruction, and debriefing.

5.6.3.2. FLUG-2, NVG Tactical:

5.6.3.2.1. Mission Objectives. Practice leading and controlling a low threat NVG two-ship survivor recovery mission.

5.6.3.2.2. Specific Mission Tasks. Briefing, formation takeoff and departure, NVG AR procedures, low-level ingress, reaction to threats, tactical formation maneuvering, use of CSARTF assets, survivor recovery options, low-level egress, mission reconstruction, and debriefing.

5.6.3.3. FLUG-3, NVG Tactical with Weapons (Certification Flight):

5.6.3.3.1. Mission Objectives. Practice leading and controlling a medium threat NVG two-ship survivor recovery mission.

5.6.3.3.2. Specific Mission Tasks. Briefing, formation takeoff and departure, range procedures, low-level ingress, reaction to threats, tactical formation maneuvering, ordnance delivery, survivor recovery options, low-level egress, mission reconstruction, and debriefing.

5.6.4. Following successful completion of FLUG-3, the SQ/CC will personally interview the upgrading aircraft commander and review flight lead responsibilities, scope of duties, authority, and philosophy. The SQ/CC will certify new flight lead's status, including any restrictions, in appropriate written format (e.g. certification letter).

**5.7. Pre-Deployment Spin-up Training.** This training will be conducted prior to deploying in support of contingency operations or exercises. The objective of this training is to ensure the aircrew member's ability to conduct all missions in support of expected tasking. Tasked units are responsible to contact appropriate gaining command/operations to determine expected mission tasking (e.g., Concept of Operations, rules of engagement (ROEs), etc.). This assures the responding forces are prepared for the appropriate tasking and allows the responding OG/CC to tailor this training for the theater, threat, and tactics for the assigned task. The SQ/CC is then responsible for implementation of this spin-up, prosecute the required missions, and determine the specific requirements necessary to reach the desired level of proficiency. Emphasis will be placed on training needed for missions and tasks not accomplished in daily operations (e.g., FLIR usage for units not FLIR equipped). When training is required for a system not available to unit aircrew members, the SQ CC will use all available resources (e.g., Formal school training courseware, computer based training, etc.) to accomplish the required training. This training will be conducted IAW all applicable publications.

5.7.1. Ground Training. All applicable aircrew will complete academic training prior to deployment. Units will brief ROE/training rules, command and control, engagement authority and procedures, and visual identification.



5.7.2. Flying Training. Spin-up training will be tailored to ensure all deploying aircrew are proficient, current, and qualified in all expected mission taskings.

**5.8. Night Vision Goggle (NVG) Water Operations.** SQ/CCs will select only highly qualified, motivated, and responsible aircrew for this program, considering ability, judgment, technical knowledge, skill, and experience. Flight training will be conducted in accordance with a formal course syllabus or a program approved by the SQ/CC. Initial NVG Water Operations is an instructor certification.

**5.9. NVG Water Operations Scanner Certification.** NVG Water Operations Scanner Certification. H-60 flight engineers and aerial gunners not certified in NVG Water Operations may perform scanning duties during NVG water operations once certified. Certification will consist of instructor-led ground training and a certification flight. As a minimum, review patterns, chem light usage, hover references, salt spray, depth perception, and voice procedures during the training. Training will be conducted by an instructor FE/AG. Annotate completion of these events on the unit letter of certification or AF Form 1381.

**5.10. Helicopter Defensive Maneuvering Training.** This program establishes the guidelines for units to train for and participate in operations involving air threats both fixed wing (FW) and rotary wing (RW).

5.10.1. Certification for Helicopter Defensive Maneuvering versus Air (DMA) threats is required prior to conducting such operations/training in the unlimited maneuvering category described in AFI 11-214, *Aircrew and Weapons Director Procedures for Air Operations*. Initial Instructor Certification must be conducted by a USAFWS WIC Graduate for all DMA events. For units with only one Weapons Instructor Course (WIC) Graduate, initial unit DMA certifications may be facilitated by requesting manpower assistance from the USAFWS/ WSR division. Instructors certified by a USAFWS WIC Graduate may provide training and certification to other unit aircrew.

5.10.2. Ground Training. Ground training will be conducted by a qualified HH-60 Weapons School (WS) Graduate or certified instructor. Briefings on adherence to training rules (AFI 11-214, etc), energy awareness, mission objectives, DLO's, crew coordination, and flight safety must be conducted prior to any training.

5.10.3. Flight Training. Flight training for Defensive Maneuvering Air is broken down into three building block approach subphases: Basic Helicopter Maneuvering (BHM) 1 and 2; DMA 1 and 2 (Helo Vs Fixed wing); and DMA 3 and 4 (Helo Vs Helo). BHM 1 and 2 should be conducted prior to moving into DMA. DMA 1 and 2 (Helo Vs FW) is not a prerequisite to DMA 3 and 4 and vice-versa. Units not co-located with rotary wing adversaries may elect to only conduct training in BHM and DMA-FW.

5.10.3.1. BHM-1. Configuration: IP, P; 2 X HH-60; 2.5 hours duration.

5.10.3.1.1. Mission Objectives. Perform basic helicopter maneuvers necessary to defend against an air threat. Mission emphasis includes incorporation of aircraft handling characteristics (AHC) maneuvering, controlled scripted AFTTP 3-3V24, *Fundamentals--HH-60 Helicopters*; threat reactions; crew coordination; and standard AFTTP 3-1 terminology.

5.10.3.1.2. Specific Mission Tasks. Instructor briefs, pilot under instruction subject briefing, perform AHC warm-up maneuvers, conduct ranging exercise, perform head to head level turns, perform pitch back attack, perform counters to the pitch back attack, perform high and

low yo-yo's, perform counters to the high and low yo-yo, perform tail-chase maneuvers, perform counters to the tail chase, IP conducts mission reconstruction and debriefing.

5.10.3.2. BHM-2. Configuration: IP, P; 2 X HH-60; 2.5 hours duration.

5.10.3.2.1. Mission Objectives. Perform the basic helicopter maneuvers necessary to defend against an air threat. Mission emphasis includes incorporation of AHC maneuvering, controlled scripted AFTTP 3-1V24 threat reactions, crew coordination, and standard AFTTP 3-1 terminology.

5.10.3.2.2. Specific Mission Tasks. Pilot under instruction briefs mission, provides BHM subject briefing, performs AHC warm-up maneuvers, conducts ranging exercise, performs head to head level turns, performs pitch back attack, performs counters to the pitch back attack, performs high and low yo-yo's, performs counters to the pitch back attack, performs counters to the high and low yo-yo, performs tail-chase maneuvers, performs counters to the tail chase, conducts mission reconstruction and debriefing .

5.10.3.2.3. Following successful completion of BHM-1 and BHM-2, the pilot and crew are certified to conduct BHM IAW their respective crew position. Basic Helicopter Maneuvering is a BHM Certified Instructor event and must be documented on the AF Form 1381 in the individual's Flying Evaluation Folder (FEF).

5.10.4. DMA-1 (HELO vs FW). Configuration: IP, P; 2.5 hours duration; 2 X HH-60, APR-39, ALQ-144; Desired: M-130 chaff X 1 module; 2 X side firing weapons; AN/AAQ-16B, 2 X FW aggressors.

5.10.4.1. Mission Objectives. Perform helicopter versus Fixed-wing defensive maneuvers. Crews will break contact with the threat aircraft or maneuver into a defensive posture.

5.10.4.2. Specific Mission Tasks. Instructor briefs, conducts adversary coordination briefing, perform AHC, Tactical Flight Maneuvering (TFM), and BHM warm-up maneuvers; perform ranging exercise, perform single-ship frontal and rear defensive maneuvers, perform formation frontal and rear defensive maneuvers, perform formation random defensive maneuvers, Instructor provides reconstruction and debriefing.

5.10.5. DMA-2 (HELO vs FW). Configuration: IP, P; 2.5 hours duration; 2 X HH-60, APR-39, ALQ-144. Desired: M-130 chaff X 1 module; 2 X side firing weapons; AN/AAQ-16B, 2 X FW aggressors.

5.10.5.1. Mission Objectives. Perform helicopter versus Fixed-wing defensive maneuvers. Crews will break contact with the threat aircraft or maneuver into a defensive posture.

5.10.5.2. Specific Mission Tasks. Pilot under instruction briefs mission, conducts adversary coordination brief, performs AHC, TFM, and BHM warm-up maneuvers; apply defensive maneuvering principles in a helicopter versus fixed-wing scenario; perform frontal and rear defensive maneuvers; perform simulated survivor recoveries in an area patrolled by fixed-wing aggressors; conducts mission reconstruction and debriefing.

5.10.5.3. Following successful completion of DMA-1 and DMA-2, the pilot and crew are certified to conduct DMA versus FW aggressors in the unlimited maneuvering category as described in AFI 11-214. Defensive Maneuvering versus FW is a DMA-FW Instructor Certified Event and must be documented on the AF Form 1381 in the individual's FEF.

5.10.6. DMA-3 (HELO vs HELO). Configuration: IP, P; 2.5 hours duration; 2 X HH-60; ALQ-144. Desired: APR-39, M-130 chaff X 1 module, 2 X side firing weapons, AN/AAQ-16. Support: 2 X Rotary-Wing aggressors.

5.10.6.1. Mission Objectives. Perform helicopter versus helicopter defensive maneuvers. Crews will break contact with the threat aircraft or maneuver into a defensive posture.

5.10.6.2. Specific Mission Tasks. Instructor briefs mission, conducts adversary coordination brief, conducts AHC, TFM, and BHM warm-up maneuvers; performs ranging exercise, performs single ship frontal and rear defensive maneuvers; performs formation frontal and rear defensive maneuvers; performs formation random defensive maneuvers; instructor conducts mission reconstruction and debriefing.

5.10.7. DMA-4 (HELO vs HELO). Configuration: IP, P; 2.5 hours duration; 2 X HH-60; ALQ-144. Desired: APR-39, M-130 chaff X 1 module, 2 X side firing weapons, AN/AAQ-16. Support: 2 X Rotary-wing aggressors.

5.10.7.1. Mission Objectives. Perform helicopter versus helicopter defensive maneuvers. Crews will break contact with the threat aircraft or maneuver into a defensive posture.

5.10.7.2. Specific Mission Tasks. Pilot under instruction briefs mission; conducts adversary coordination brief; performs AHC, TFM, and BHM warm-up maneuvers; performs formation frontal and rear defensive maneuvers; performs simulated survivor recoveries in an area patrolled by aggressor helicopters; conducts mission reconstruction and debriefing.

5.10.7.3. Upon successful completion of DMA-3 and DMA-4 Helicopter versus Helicopter, the crews will be certified to conduct Defensive maneuvering versus helicopter training. DMA versus RW is a HH-60 WIC Graduate certified event and must be documented on the AF Form 1381 in the individual's FEF.

MARVIN R. ESMOND, Lt General, USAF  
DCS, Air and Space Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

ACCI 21-166, *Objective Wing Aircraft Maintenance*

AFI 10-707, *Spectrum Interference Resolution Program*

AFI 10-704, *Military Deception Program*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-202V3, *General Flight Rules*

AFI 11-207, *Flight Delivery of Fighter Aircraft*

AFI 11-214, *Aircrew and Weapons Director Procedures for Air Operations*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

AFI 11-290 (formerly AFI 36-2243), *Cockpit/Crew Resource Training Program*

AFI 11-2HH-60V2, *HH-60--Aircrew Evaluation Criteria*

AFI 11-2HH-60V3, *HH-60--Operations Procedures*

AFI 11-301, *Life Support Program*

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 11-404, *Centrifuge Training for High-G Aircrew*

AFI 13-102, *Air Support Operations Center (ASOC) and Tactical Air Control Party (TACP) Training and Evaluation Procedures*

AFI 13-201, *Air Force Airspace Management*

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*

AFI 13-212V1, *Weapons Ranges*

AFI 13-212V2, *Weapons Range Management*

AFI 13-212V3, *Hazard Methodology and Weapon Safety Footprints*

AFI 14-105 (formerly ACCR 200-1), *Unit Intelligence Mission and Responsibilities*

AFI 16-402, *Aerospace Vehicle Assignment, Distribution, Accounting, and Termination*

AFI 21-101, *Maintenance Management of Aircraft*

AFI 31-207, *Arming and Use of Force by Air Force Personnel*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 32-4002, *Hazardous Material Emergency Planning and Response Compliance*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2217, *Munitions Requirements for Aircrew Training*

AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*

AFI 36-2701, *Social Actions Program*

AFI 51-401 (formerly AFR 110-32), *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V2 (formerly AFR 124-16), *Criminal Investigations, Counterintelligence, and Protective Service Matters*

AFI 91-201, *Explosives Safety Standards*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention, and Health (AFOSH) Program*

AFM 171-190V2, *Air Force Operations Resource Management System*

AFMAN 11-210V1, *Instrument Refresher Course (IRC) Program Guide*

AFMAN 11-217V1, *Instrument Flight Procedures*

AFMAN 37-139, *Records Disposition Schedule*

AFPAM 36-2211 (formerly AFP 50-11), *Guide for Management of Air Force Training Systems*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-3, *Life Support*

AFPD 11-4, *Aviation Service*

AFPD 32-40, *Disaster Preparedness*

AFPD 36-27, *Social Actions*

AFTTP 3-1, *Mission Employment Tactics*

AFTTP 3-3, *Combat Aircraft Fundamentals*

AFTTP 3-3V24, *Fundamentals--HH-60 Helicopters*

(Added) Education and Training Course Announcements

(ETCA Web Site: <http://hq2af.keesler.af.mil/etca.htm>)

Joint Pub 3-50.2, *Doctrine for Joint Combat Search and Rescue*

Joint Pub 3-50.21, *Joint Tactics, Techniques, and Procedures for Combat Search and Rescue*

*Abbreviations and Acronyms*

**(D)ACBT**—Similar or Dissimilar Air Combat Training

**(D)ACM**—Similar or Dissimilar Combat Maneuvering

**(D)ACT**—Similar or Dissimilar Air Combat Training

**(D)BFM**—Similar or Dissimilar Basic Fighter Maneuvers/Maneuvering

**A/A**—Air-to-Air

**A/S**—Air-to-Surface

**AAR**—Air/Air Refueling

**AAW**—Anti-Air Warfare (US Navy)

**AB**—Afterburner

**ABCCC**—Airborne Battlefield Command and Control Center

**AC**—Aircraft Commander

**ACBT**—Air Combat Training

**ACC**—Air Combat Command

**ACDE**—Aircrew Chemical Defense Ensemble

**ACM**—Air Combat Maneuvering/Additional Crew Member

**ACMI**—Air Combat Maneuvering Instrumentation

**ACT**—Aircrew Combat Tactics/Aircrew Coordination Training

**ADA**—Air Defense Alert, Air Defense Asset

**ADL**—Aircraft Data Link

**ADS**—Air Demonstration Squadron

**AF**—Air Force

**AFORMS**—Air Force Operations Resource Management System

**AFOSH**—Air Force Occupational Safety and Health

**AFRC**—Air Force Reserve Command

**AFSATCOM**—Air Force Satellite Communications System

**AFSC**—Air Force Specialty Code

**AG**—Aerial Gunner

**AGL**—Above Ground Level

**AGM**—Air-to-Ground Missile

**AHC**—Aircraft Handling Characteristics

**AHO**—Above Highest Obstacle

**AI**—Air Intercept, Air Interdiction

**AIE**—Alternate Insertion or Extraction

**ANG**—Air National Guard

**ANVIS**—Aviator Night Vision Imaging System

**AOA**—Angle of Attack

**AOC**—Air Operations Center

**| (Added) API**—Aircrew Position Indicator

**AR**—Air Refueling

**ARA**—Airborne Radar Approach

**ARLO**—Air Reconnaissance Liaison Officer

**ARM**—Anti-Radiation Missile

**ARP**—Armament Recording Program

**ASD**—Average Sortie Duration

**ASLAR**—Aircraft Surge Launch and Recovery

**ASOC**—Air Support Operations Center

**ASUW**—Anti-surface Warfare (US Navy)

**ATD**—Aircrew Training Device

**AVTR**—Aircraft Video Tape Recorder

**AWACS**—Airborne Warning and Control System

**BAI**—Backup Aircraft Inventory

**BAQ**—Basic Aircraft Qualification

**BDA**—Battle Damage Assessment

**BFM**—Basic Fighter Maneuvers/Maneuvering

**BHM**—Basic Helicopter Maneuvering

**BMC**—Basic Mission Capable

**BS**—Bomb Squadron

**BSA**—Basic Surface Attack

**BVR**—Beyond Visual Range

**BZ**—Buffer Zone

**C&R**—Collection and Reporting

**C3**—Command, Control, and Communications

**C3I**—Command, Control, Communications, and Intelligence

**CA-Coded**—Designated Aggressor Aircraft  
**CAF**—Combat Air Forces  
**CALF**—Chart Amendment Low Flying  
**CAP**—Combat Air Patrol, Critical Action Procedures  
**CAS**—Close Air Support  
**CAT**—Category/Combat Aircrew Training  
**CB-Coded**—Designated Test Aircraft  
**CC**—Commander  
**CC-Coded**—Designated Combat Aircraft  
**CD**—Counterdrug/Chemical Defense  
**CDIP**—Continuously Displayed Impact Point  
**CDTQT**—Chemical Defense Task Qualification Training  
**CE**—Combat Edge  
**CEP**—Circular Error Probable  
**CF**—Checkered Flag  
**CFT**—Cockpit Familiarization Trainer  
**CFT**—Conformal Fuel Tank  
**CFTR**—Composite Force Training  
**CHUM**—Chart Update Manual  
**CIRVIS**—Communication Instructions Reporting Vital Intelligence Sighting  
**CM**—Countermeasures  
**CMR**—Combat Mission Ready  
**CMS**—Combat Mission Section  
**COMJAM**—Communications Jamming  
**COMSEC**—Communications Security  
**CP**—Copilot  
**CPT**—Cockpit Procedures Trainer  
**CRM**—Cockpit/Crew Resource Management  
**CSAR**—Combat Search and Rescue  
**CSARTF**—Combat Search and Rescue Task Force  
**CSD**—Course Summary Document  
**CT**—Continuation Training



**CV**—Vice Commander

**CW**—Chemical Warfare

**CWD**—Chemical Warfare Defense

**DACBT**—Dissimilar Air Combat Training

**DACM**—Dissimilar Air Combat Maneuvering

**DACT**—Dissimilar Air Combat Tactics

**DART**—Deployable Aerial Reflective Target

**DB**—Dive Bomb

**DBFM**—Dissimilar Basic Fighter Maneuvers/Maneuvering

**DCA**—Defensive Counter Air

**DLO**—Desired Learning Objectives

**DMA**—Defensive Maneuvering Air

**DNIF**—Duties Not Involving Flying

**DOC**—Designed Operational Capability

**DR**—Dead Reckoning

**DRU**—Direct Reporting Unit

**E&E**—Escape and Evasion

**E&R**—Escape and Recovery

**EC**—Electronic Combat

**ECCM**—Electronic Counter Countermeasures

**ECM**—Electronic Countermeasures

**ECO**—Electronic Combat Officer

**ECR**—Electronic Combat Range

**EI**—Essential Elements of Information

**EF**—Evaluator Flight Engineer

**EM**—Energy Maneuverability

**EO**—Electro-Optical

**EP**—Emergency Procedure

**EPE**—Emergency Procedures Evaluation

**(Added) ETCA**—Education and Training Course Announcements

**EW**—Electronic Warfare

**EWO**—Electronic Warfare Officer

**EWWS**—Electronic Warfare Warning Set

**FAC**—Forward Air Controller

**FAC(A)**—Forward Air Controller (Airborne)

**FAM**—Familiarization

**FCF**—Functional Check Flight

**FE**—Flight Engineer

**FEB**—Flying Evaluation Board

**FEF**—Flying Evaluation Folder

**FF**—Basic Qualification Flight Engineer

**FL**—Flight Lead

**FLIR**—Forward Looking Infrared

**FLUG**—Flight Lead Upgrade

**FOT&E**—Follow-on OT&E

**FOV**—Field of View

**FP**—First Pilot

**FRF**—Flight Record Folder

**FS**—Fighter Squadron, Flight Surgeon

**FSDT**—FLIR Step Down Training

**FSCL**—Fire Support Coordination Line

**FSWD**—Full Scale Weapons Delivery

**FTR**—Fighter

**FTU**—Formal Training Unit

**FW**—Fighter Wing

**GCI**—Ground Controlled Intercept

**GLO**—Ground Liaison Officer

**GP**—General Purpose

**GS**—Ground Speed

**HEED**—Helicopter Emergency Escape Device

**HHQ**—Higher Headquarters

**HTCST**—High Threat Combat Survival Training

**HUD**—Head Up Display

**IAW**—In Accordance With

**ICWT**—Initial Chemical Warfare Training

**ID**—Identify/Identification

**IF**—Instructor Flight Engineer

**IFE**—Inflight Emergency

**IFF**—Identification Friend or Foe

**IFR**—Instrument Flight Rules

**ILS**—Instrument Landing System

**IMC**—Instrument Meteorological Conditions

**INFLTREP**—Inflight Report

**INS**—Inertial Navigation System

**INTREP**—Intelligence Report

**IOC**—Initial Operational Capability

**IP**—Instructor Pilot or Initial Point

**IQT**—Initial Qualification Training

**IR**—Infrared

**IRC**—Instrument Refresher Course

**IRCM**—Infrared Counter Measures

**JFT**—Joint Force Training

**KIAS**—Knots Indicated Airspeed

**KTAS**—Knots True Airspeed

**LANTIRN**—Low Altitude Navigation and Targeting Infrared for Night

**LAO**—Local Area Orientation

**LASD**—Low Altitude Systems Delivery

**LASDT**—Low Altitude Step Down Training

**LATN**—Low Altitude Tactical Navigation

**LIMFAC**—Limiting Factor

**LOC**—Limited Operational Capability

**LOS**—Line of Sight

**LOW ALT**—Low Altitude

**LTCST**—Low Threat Combat Survival Training

**LTDS**—Laser Target Designator Scoring System

**MAJCOM**—Major Command

**MC**—Mission Copilot  
**MCC**—Mission Commander  
**MDS**—Mission Design Series  
**MDT**—Mission Directed Training  
**MEA**—Minimum Enroute Altitude  
**MIJI**—Meaconing, Intrusion, Jamming and Interference  
**MP**—Mission Pilot  
**MQF**—Master Question File  
**MS**—Mission Support  
**MSA**—Minimum Safe Altitude  
**MTL**—Master Task Listing  
**MW**—Mission WSO  
**N/A**—Not Applicable  
**NAF**—Numbered Air Force  
**NAR**—Night Air Refueling  
**NAV**—Navigation  
**NCO**—Noncommissioned Officer  
**NGB**—National Guard Bureau  
**NLT**—Not Later Than  
**NT**—Night  
**NVD**—Night Vision Device  
**NVG**—Night Vision Goggles  
**OCA**—Offensive Counterair  
**OFT**—Operational Flight Trainer  
**OG**—Operations Group  
**OPR**—Office of Primary Responsibility  
**OPS**—Operations  
**OPSEC**—Operations Security  
**ORI**—Operational Readiness Inspection  
**OT&E**—Operational Test and Evaluation  
**OTD**—Operations Training Development  
**PACAF**—Pacific Air Forces

**PAI**—Primary Aircraft Inventory  
**PAR**—Precision Approach Radar  
**PCS**—Permanent Change of Station  
**PDAI**—Primary Development/Test Aircraft Inventory  
**PDO**—Publications Distribution Office  
**PFT**—Programmed Flying Training  
**PMAI**—Primary Mission Aircraft Inventory  
**POAI**—Primary Other Aircraft Inventory  
**PTAI**—Primary Training Aircraft Inventory  
**PTT**—Partial Task Trainer  
**QUAL**—Qualification  
**RAP**—Ready Aircrew Program  
**RC**—Reserve Component  
**RCC**—Rescue Coordination Center  
**RCO**—Range Control Officer  
**RCS**—Radar Cross Section  
**RECCE**—Reconnaissance  
**RF**—Radio Frequency  
**RMU**—Runway Monitoring Unit  
**ROE**—Rules of Engagement (Combat only)  
**ROM**—Runway Operations Monitor  
**RPL**—Required Proficiency Level  
**RQS**—Rescue Squadron  
**RT**—Radio Terminology  
**RWR**—Radar Warning Receiver  
**SA**—Situational Awareness, Strategic Attack  
**SAFE**—Selected Area For Evasion  
**SAR**—Search and Rescue  
**SEAD**—Suppression of Enemy Air Defenses  
**SEFE**—Stan/Eval Flight Examiner  
**SELO**—Stan/Eval Liaison Officer  
**SEPT**—Situational Emergency Procedure Training

**SFT**—Special Function Trainer (Computer Based Training Device)

**SOF**—Supervisor of Flying

**SORTS**—Status of Resources and Training System

**SQ/CC**—Squadron Commander

**SSE**—Simulated Single Engine

**TACAN**—Tactical Air Navigation

**TACS**—Tactical Air Control System

**TAI**—Total Active Inventory

**TD**—Tactical Deception (AFI 10-704)

**TDY**—Temporary Duty

**TES**—Test and Evaluation Squadron

**TF**—Terrain Following

**TFM**—Tactical Flight Maneuvering

**TF-Coded**—Designated Training Aircraft

**TFR**—Terrain Following Radar

**TK**—Threat Knowledge

**TM**—Terrain Masking

**TO**—Technical Order

**TOT**—Time Over Target

**TX**—Transition

**UET**—Underwater Egress Training

**UMD**—Unit Manning Document

**UNITREP**—Unit Status and Identity Report

**USAF**—United States Air Force

**USAFE**—United States Air Forces in Europe

**USAFR**—United States Air Force Reserve

**USAFWS/WSR**—United States Air Force Weapons School HH-60 Division

**UTE**—Utilization Rate

**VFR**—Visual Flight Rules

**VID**—Visual Identification

**VLC**—Visual Lookout Capability

**VMC**—Visual Meteorological Conditions

**VR**—Visual Recognition  
**VTR**—Video Tape Recorder  
**WD**—Weapons Delivery  
**WG**—Wing  
**WIC**—Weapons Instructor Course  
**WOPS**—Water Operations  
**WS**—Weapons School  
**WSO**—Weapon Systems Officer  
**WST**—Weapon System Trainer  
**WX**—Weather

### *Terms*

**Academic Training**—A course of instruction that includes but is not limited to classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal and emergency procedures. Academic courses are designed to prepare students for simulator/flight training and normally completed prior to commencing that training.

**Actual Airdrop**—Aerial delivery of personnel, supplies, or equipment from an aircraft in flight.

**Air Combat Tactics (ACT)**—Training in the application of BFM, ACM, and tactical intercept skills to achieve a tactical air-to-air objective. (AFI 11-214, *Aircrew and Weapons Director Procedures for Air Operations*)

**Air Combat Training (ACBT)**—A general term which includes (D)BFM, (D)ACM, and (D)ACT. (AFI 11-214).

**Aircraft Commander (AC)**—A pilot who has been certified to perform duties in command.

**Aircraft Handling Characteristics (AHC)**—An AHC sortie consists of the following tasks: (1) energy management; (2) vertical maneuvering; (3) horizontal maneuvering; (4) advanced handling maneuvers; (5) low-level operations; (6) specific excess power ( $P_s$ ) maneuver.

**Aircrew Training Device (ATD)**—Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), weapons systems trainers (WST), operational flight trainers (OFT), or simulators.

**Aircrew Training System (ATS)**—An integrated qualification, upgrade, and continuation training program for aircrew. Civilian contractors conduct most academic and ATD training: Air Force conducts all flight training.

**Attrition Sortie**—A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie, that, due to some circumstance (weather, IFE, maintenance, etc.), fails to accomplish the planned mission. It is imperative that unit's log these sorties properly. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts to the quality of unit training programs.

**Backup Aircraft Inventory (BAI)**—Aircraft above primary mission inventory to permit scheduled and

unscheduled maintenance, modifications, inspections and repair without reduction of aircraft available for operational missions.

**Basic Aircraft Qualification (BAQ)**—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly the unit aircraft. BAQ aircrew members are authorized to fly transition, instruments, supervised emergency procedures, and non-tactical unit missions to depicted and surveyed helipads or airports. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by aircrew until completion of MQT. BAQ is not a permanent qualification except for General Officers above the wing level, and any other crew members specifically authorized by MAJCOM/XO/DO (AETC: FTU WG/CC). Aircrew are not authorized to perform RAP tasked combat events/sorties without instructor aircrew or SQ supervisor supervision.

**Basic Mission Capable (BMC)**—The status of an aircrew who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions but does not maintain CMR status. Aircrew accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of their weapon system and unit. These aircrew members may also maintain special capabilities. (Refer to paragraph 4.3. of this volume.)

**Certification**—The process of certifying aircrew tactical employment and special weapons capabilities, procedures, and rules.

**Collateral Sorties**—Sorties not directly related to combat employment training but necessary for accomplishment of unit training programs, such as ferry flights, deployments, incentive flights, orientation flights, airshows, etc. MAJCOMs will normally assign collateral sorties in lump sum, adjusted for local conditions and circumstances. These sorties are not required for RAP training purposes.

**Combat Mission Ready (CMR)**—A status of an aircrew member who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All active duty API-1/2's, Squadron Commander, Operations Officers, and OG/CC designated API-6 manning positions are required to maintain this qualification level. Exception: If a unit is over-manned, they may elect to train the front line of their UMD to CMR with the overage designated as BMC. At least 50% of the aircrew selected for CMR must be inexperienced, if available. (Refer to paragraph 4.3.).

**Combat Profile**—Normally, a mission designed to penetrate and operate within a combat environment. The specific profile that will be flown is predicated on type and degree of threat.

**Combat Search and Rescue Task Force (CSARTF)**—CSARTF operations are characterized by tailoring support packages to meet specific CSAR mission requirements based on the threat and other factors unique to the area of operations.

**Composite Force Training (CFT)**—Scenarios employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles (AFI 11-214).

**Continuation Training (CT)**—Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to CMR and BMC aircrew members.

**Crew Resource Management (CRM)**—Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective



leadership and management, and crew coordination. (AFI 36-2243)

**Currency**—The minimum frequency required to perform an event or sortie safely.

**Demanding Sortie**—Sorties that task the aircrew to the extent that flying frequency and continuity are most critical. SQ/CCs may add sorties/events to the demanding sortie list, depending on unit taskings and the individual's capabilities. Also see Non-demanding Sortie.

**Direct Supervision**—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP must occupy one of the pilot seats and for other aircrew the instructor must be readily available to assume the primary duties if required.

**Dissimilar ACBT (DACBT)**—ACBT in conjunction with another MDS aircraft as adversary. The connotation (D)ACBT refers to either similar or dissimilar ACBT. These connotations correspond to all facets of ACBT (i.e., BHM, ACM).

**Electronic Combat Event**—An event in which the ABCCC intelligence section acts as a focal point or as a primary participant in a coordinated electronic combat environment using Compass Call, Rivet Joint, along with electronic aircraft and equipment.

**Emergency Procedures Evaluation (EPE)**—An evaluation of aircrew knowledge and responsiveness to critical and non-critical EPs conducted by a SEFE. A simulator, weapon system trainer, or aircrew training device may be used to administer an EPE. If none of these aids are available, administer the EPE verbally.

**Event**—The accomplishment of a specific training element, function, or task (e.g., Formation, AR, NVG Water Operations, etc.)

**Experienced Aircrew (Exp)**—Aircrew are considered experienced after acquiring the flight time listed in Table A1.1.

**Table A1.1. Experienced Aircrew (Exp) (Added).**

<b>AIRCRAFT CREW POSITION HH-60G</b>	<b>PAI TIME (primary/secondary)</b>	<b>PAI TIME<sup>3</sup> (previously heli- copter qualified)</b>	<b>NVG TIME<sup>4</sup></b>
Copilot <sup>1</sup>	150	150	75
Aircraft Commander <sup>2</sup>	100	100	120
Flight Engineer <sup>3</sup>	200 <sup>3</sup>	100	100
Aerial Gunner <sup>3</sup>	200 <sup>3</sup>	100	100

**Notes:**

1. After completion of IQT, copilots must achieve 150 hours primary/secondary time in their current PAI, with 75 hours of NVG time to be considered experienced.
2. Aircraft commanders are considered experienced after achieving 100 hours of primary/secondary time in their PAI after aircraft commander certification, with a total of 120 hours of NVG time.
3. After completion of IQT, flight engineers/aerial gunners must achieve 200 hours in their current PAI, or 100 hours in current PAI if previously qualified in another helicopter, with 100 hours of NVG time, to be considered experienced.
4. Pending adequate NVG total time documentation in a USAF approved flight time management program, HH-60 aircrew may equate 90% of their total night time (for pilots total night time may be derived by doubling primary night time recorded in AFORMS) from their initial NVG qualification date (initial NVG qualification date may have been in a different MDS), as their total NVG time. Document this amount of total NVG flight time in AFORMS until a change to the AFTO Form 781, AFORMS Aircrew/Mission Flight Data Document, is effected and a permanent USAF NVG flight time management program exists.

**Flight Lead (FL)**—As designated on flight orders, the individual responsible for overall conduct of the mission from preflight preparation/briefing to post flight debriefing, regardless of actual position within the formation.

**Formal School Courseware**—Training materials and programs developed for training aircrew members at formal schools.

**Formation**—Two or more aircraft under the command of a designated mission commander or flight leader, operating in close proximity with each other. The aircraft commander assumes responsibility for the aircraft's position relative to others flying in the same formation.

**Inexperienced Aircrew (Inexp)**—Helicopter aircrew members who do not meet experienced aircrew criteria (see "Experienced Aircrew").

**Initial Qualification Training (IQT)**—Training, IAW FTU course syllabus, to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Qualification (BAQ).

**Joint Air Attack Team (JAAT)-(Fighters)**—Coordinated CAS with helicopters.

**Joint Force Training (JFT)**—Scenarios employing integrated aerospace and land/naval forces. Examples include JAAT, CAS with FAC, CSARTE, airdrop escort, etc.

**Lookback**—Lookback is a tool used to ensure CMR/BMC proficiency. Each aircrew must fly a

minimum number of sorties per month to remain proficient. Lookback is a tool which ensures that currencies are not used to drive proficiency.

**Low Altitude Tactical Navigation (LATN)**—A low altitude training event using onboard systems, dead reckoning and point-to-point low altitude navigation, with or without prior route planning (AFI 11-214).

**Low-Level Operations Training**—For helicopters flight training conducted below 500 feet AGL.

**Mission Qualification Training (MQT)**—Training required to achieve a basic level of competence in the unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**Night Remote Qualification**—A qualified aircrew member who has completed training in day and night (NVG) remote area operations and is authorized to conduct night (NVG) remote operations.

**Night Sortie**—For helicopters, to credit a night sortie or NVG sortie, aircrew must log a minimum of 1 hour of night time, and for pilots 1/2 hour must be primary. Night time will not include the 1/2 hour prior to official sunrise or 1/2 hour after official sunset.

**Night Vision Goggle (NVG) Water Operations**—Water operations performed at night using NVGs.

**Non-Demanding Sortie**—A day sortie that provides the aircrew with the opportunity to regain basic flying proficiency without excessively tasking those skills that have been under used during the non-flying period. SQ/CCs may delete sorties/events from the non-demanding sortie list, depending on unit tasking and the individual's capabilities.

**Operational Flight Trainer (OFT)**—A training device which dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, war fighting tasks, and skill integration training.

**Operational Mission**—Any mission not designated as a unilateral training mission.

**Primary Aircraft Inventory (PAI)**—Aircraft authorized for performance of the operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAI required to meet their assigned missions (see AFI 16-402). Includes PMAI and PTAI.

**Proficiency**—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

**Profile**—A combination of training events that are flown together to receive credit and logged under one AFORMS entry.

**Qualification (QUAL)**—Aircrew member has demonstrated capability to operate the aircraft and/or equipment safely and effectively during all phases of the mission.

**Remote Qualification**—A non-tactical qualified aircrew member who has completed remote qualification training and is authorized to conduct remote operations.

**Required Proficiency Level (RPL)**—The level at which a student must perform at a particular phase of training. Use grading standards and definitions for task performance and task knowledge as defined in the formal school syllabi.

**Situational Emergency Procedures Training (SEPT)**—A discussion and review of abnormal/emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

**Specialized Training**—Training in specialized tactics, weapon systems, or flight responsibilities such as

flight lead, instructor, NVG water ops, etc. This training may be conducted in MQT or CT as required.

**Squadron Supervisor**—Squadron Commander, Operations/Assistant Operations Officer or Flight CC (ANG: Air Operations Supervisor).

**Tactical Deception**—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires (see AFI 10-704 [formerly AFR 55-49]).

**Tactical Mission**—A mission designed to penetrate and operate within a combat or threat environment.

**Threat VID**—Visual identification of a bogey in a threat environment.

**Verification**—Applies to procedure aimed at verifying and refreshing aircrew tactical employment knowledge, emphasizing conventional operations and mobile targets. Verification is conducted in both initial and follow-on phases.

**Visual Identification (VID)**—Often required to positively identify an aircraft using visual means.

## Attachment 2

## GROUND TRAINING REQUIREMENTS DESCRIPTIONS

**A2.1. General.** This attachment describes requirements for ground training events.

**Table A2.1. Deleted.**

**A2.1.1. Anti-Hijacking Training.** This requirement provides aircrew with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking). This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*; and a unit developed criterion test. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

**A2.1.2. Authentication Systems/Operations Codes.** Units required to use authentication systems or operations codes will develop appropriate local training programs. One source of information is COMSEC Publication AFKAO-5, *Instructional Guide for Operations Codes*. It is a confidential item available from the local base COMSEC custodian (reference AFSSI 4005).

A2.1.2.1. Pilots, flight engineers, and aerial gunners will maintain proficiency in the use of those operations codes and authentication systems required for their respective theaters of operations.

A2.1.2.2. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

**A2.1.3. Chaff/Flare Familiarization Training.** Initially brief all aircrew on the location and operation of the chaff/flare release switches. Aircrew will receive one-time academic training on the operation of the chaff/flare systems through attendance at the formal school Phase II training or in-unit. All necessary system information for developing an in-unit academic training program is contained in the aircraft flight manual. EXCEPTION: Not required for units that do not have chaff/flare equipped aircraft.

**A2.1.4. Code of Conduct Continuation Training (CoCCT).** CoCCT will be conducted IAW AFI 36-2209, *Survival and Code of Conduct Training*, AFI 14-105, *Unit Intelligence Mission and Responsibilities*, and MAJCOM supplements thereto. ACC Supervisory personnel above squadron level maintaining mission qualification do not require this item. SERE CoCCT will be a coordinated Intelligence, Life Support, and Survival effort. Generally, training areas of responsibility will include:

A2.1.4.1. Life Support: Emergency egress, UET, and personal survival equipment.

A2.1.4.2. Intelligence: Applicable Evasion and Recovery briefings/training that will prepare aircrews for the possibility of evasion, captivity, and escape in hostile territory.

A2.1.4.3. Survival: Water/local area/combat survival training, to include applicable Escape and Evasion training and Resistance training.

**A2.1.5. Crew Resource Management (CRM) Training.** Pilots, FEs, and AGs will receive CRM training during formal school initial weapon system qualification courses. Aircrew with formal school flight simulator availability will receive CRM principles and concepts during simulator refresher training. As a continuing process, CRM principles will be emphasized during upgrade and continuation training flight briefings and debriefings under the crew coordination category. Application of

CRM principles, as they pertain to aircraft accidents, should be briefed and discussed with all aircrew during flight safety meetings. Wings and squadrons are responsible for their unit's CRM programs.

A2.1.5.1. (ACC) ACC aircrew will receive recurring CRM training as directed by HQ ACC/XO. Waivers to CRM training are at the OG/CC level.

A2.1.5.2. Aircrew will receive this training in conjunction with simulator refresher training.

A2.1.5.3. Document CRM training via AFORMS.

**A2.1.6. Flying Safety Training.** Conducted by the wing/group flying safety office. Commanders or appropriate ANG and AFRC Ops Supervisors will ensure that any aircrew member not attending the training will read and sign-off the training notes.

**A2.1.7. Ground Gunnery Training.** Helicopter FEs and AGs assigned to aircraft equipped with weapons require ground gunnery training on each assigned gun system. Training will be unit developed from formal school materials or other available sources. Document training in AFORMS for each type weapon assigned.

**A2.1.8. Instrument Refresher Course (IRC).** Guidance for development of unit IRC programs, including recommended topics and subject outlines, course length, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course Program*. IRC is accomplished according to AFI 11-202V2 and applicable MAJCOM supplements. The purpose of the IRC is to ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

**A2.1.9. Intelligence Training.** The intelligence training program will be closely aligned with the unit weapons and tactics training program. The focus and extent of academic training will be determined by the OG/CC and will be aligned with projected wartime tasking, threats, and unit equipment. Supervisory personnel above squadron level maintaining mission qualification do not require this item. Use guidance contained in AFI 14-105, *Unit Intelligence Mission and Responsibilities*, to develop and manage unit intelligence training programs. The OG/CC will determine pilot testing requirements for intelligence and EC training. In addition to Threat Knowledge (TK), training will include (NOTE: Units may track each of the following events separately):

A2.1.9.1. Visual Recognition. Pilots, FEs, and AGs must be able to identify type of aircraft (rotary and fixed-wing) they are likely to encounter, to include variants (e.g. different aircraft configurations, recce variants of aircraft, paint schemes, etc.) from all aspects, determine whether the aircraft is threat or non-threat, and through major recognition features identify ground targets and major categories of naval vessels.

A2.1.9.2. Evasion and Recovery (E&R). E&R training will prepare aircrew for the possibility of evasion, captivity and escape in hostile territory. May be completed in conjunction with CST.

A2.1.9.3. Collection and Reporting (C&R). C&R training will enable aircrew to initiate aircrew originated reports (INFLTREP, CIRVIS, etc.) and will familiarize them with the information requirements of the intelligence-generated MISREP and INTREP.

A2.1.9.4. Current Intelligence. Current Intelligence is required and will cover significant military/political developments (including threat updates) in the squadron's mission areas of interest.

A2.1.9.5. Electronic Warfare (EW). Pilots will understand the procedures for recognizing, countering, and reporting meaconing, interference, jamming, and intrusion (MIJI) as required by AFI

10-707, *Spectrum Interference Resolution Program*, as supplemented. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

A2.1.9.6. ISOPREP Review. Review of isolated personnel report according to AFDD 34 Combat Search and Rescue Operations. The purpose is to generate (if necessary), review, and ensure accuracy of aircrew isolated personnel reports. (AETC: Not required unless deploying in support of an operational contingency).

**A2.1.10. Life Support Training:**

A2.1.10.1. Combat Survival Training (CST) (LS02 (High-Threat) or LS11 (Low-Threat) as appropriate). Conduct IAW AFI 11-301 and as supplemented.

A2.1.10.2. Ground Egress Training (LS05 and LS08). Conduct IAW AFI 11-301 and as supplemented.

A2.1.10.3. Life Support Equipment (LSE) Training (LS06). Conduct IAW AFI 11-301 and as supplemented.

A2.1.10.4. Local Area Survival Training (LS01). Conduct IAW AFI 11-301 and as supplemented.

A2.1.10.5. Underwater Egress Training (UET) and Helicopter Emergency Egress Device (HEED). All pilots, flight engineers, aerial gunners and other personnel assigned or attached (flight surgeons, medical technicians, and dedicated crew chiefs) who perform frequent duties on over-water helicopter missions will attend initial AFCAT 36-2223, Course SV84A, UET and HEED training.

A2.1.10.6. HEED Video Review. All aircrew members in units with an over-water mission requirement will view "Seconds to Live" PIN #606040DF, and "HEED" PIN #802514DN.

A2.1.10.7. HEED Hands-On Training. All aircrew members in units with an over-water mission requirement will use the HEEDs bottle in a controlled water environment.

A2.1.10.7.1. Aircrew members, assigned or attached, who have not completed this training are restricted from performing over-water flights beyond autorotative distance from land.

A2.1.10.7.2. Flight surgeons may fly operational life and death search and rescue missions without this training.

A2.1.10.8. Water Survival Training (LS03). Conduct IAW AFI 11-301 and as supplemented.

**A2.1.11. Marshaling Examination.** Marshaling exam will be accomplished IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. Marshaling examinations completed at a Formal Training Unit satisfies the 30 day requirement, if completed in conjunction with a PCS.

**A2.1.12. NVG Academic Training.** All NVG qualified aircrew will accomplish NVG academic training. This training may be conducted in conjunction with annual CT Weapons/Tactics academic training or other recurring annual academic training. Units will develop a NVG academic training program which is based on a review of initial NVG academic courseware, the content and extent of this review should be tailored to the HH-60's mission environment and is left to the discretion of the unit commander.

A2.1.12.1. At the discretion of the SQ/CC, viewing the Armstrong Labs videotapes: (1) "Night Vision Goggle Training Series", and (2) "NVG Adjustment Procedures (Anvis)" may credit the NVG academic training requirement. The Night Vision Goggle Training Series six-segment video

provides an excellent refresher on NVG use, limitations, lighting issues/compatibility, weather/environmental effects, and hazards/shortfalls of NVDs.

A2.1.12.2. Document NVG Academic Training in AFORMS.

A2.1.12.3. NOTE: Units may obtain the above videos by calling Armstrong Labs (AL/HRA), DSN 474-6561.

**A2.1.13. Personnel/Equipment Delivery (Parachute).** Aircrew members (P/CP/FE/AG) required to perform personnel/equipment delivery will accomplish one-time familiarization training under the supervision of an instructor. Document this training in AFORMS.

**A2.1.14. Physiological Training.** IAW AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplements.

**A2.1.15. Pyrotechnic Training. Familiarization.** All aircrew will receive initial pyrotechnic familiarization training covering the types of pyrotechnics carried aboard unit equipped aircraft, loading characteristics in accordance with T.O.s 11A10-24-7, 11A10-25-7, and 11A10-26-7, and types of pyrotechnics required for a given mission.

A2.1.15.1. Conduct in-unit familiarization of new pyrotechnics received by the unit and for aircrew who did not attend formal training. Commanders will select the most qualified instructor aircrew to conduct the training. These instructors must be thoroughly familiar with AFOSH standards, TO 11A10-24-7, TO 11A10-25-7, TO 11A10-26-7, the formal school training syllabus, and the applicable operational procedures-series publications. Accomplish required flight training after ground familiarization.

A2.1.15.2. Document initial familiarization training as "Pyrotechnic Familiarization Training." Document subsequent familiarization training or training on new pyrotechnics by listing the type pyrotechnic (example--"Pyrotechnic Familiarization Training, M14 Grenade - Incendiary").

A2.1.15.3. Pyrotechnic Qualification Training. In addition to the familiarization training listed above, flight engineers and aerial gunners will receive initial qualification training. Qualification training will consist of the following:

A2.1.15.3.1. Ground storage.

A2.1.15.3.2. Aircraft storage.

A2.1.15.3.3. Vehicle loading.

A2.1.15.3.4. Aircraft loading restrictions.

A2.1.15.3.5. Manual launch procedures.

A2.1.15.4. Recurring Training. AFI 91-201, *Explosive Safety Standards*, outlines the requirement for personnel who come in direct contact with explosives, such as pyrotechnics, to receive annual training. This training will include a discussion of the unit explosive safety operating instruction and will apply to all helicopter flight engineers and aerial gunners.

**A2.1.16. Simulator Refresher Course.** Pilots and FEs must complete the simulator refresher course periodically. Do not exceed 17 months (to the end of the month) between simulator refresher course, or after initial qualification/re-qualification. Document completion in AFORMS.

A2.1.16.1. Schedule Eligibility:



A2.1.16.1.1. Overseas units may establish due dates on an individual basis, based on the date last attended not to exceed 18 months.

A2.1.16.1.2. Pilots and flight engineers should complete the simulator refresher course during the last six months prior to their due date.

A2.1.16.1.3. ANG and AFRC units are required to complete simulator refresher training every two years.

A2.1.16.2. Exceptions to the Refresher Course:

A2.1.16.2.1. Simulator refresher training will not be required for those aircrew members who will not be flying the same or similar aircraft beyond four months after their due date.

A2.1.16.2.2. Aircrew who are initially qualified or requalified in-unit and do not complete a simulator course as part of the training must attend a simulator refresher course during their next eligibility period. Their eligibility for simulator refresher training will commence upon starting IQT and they will attend training during their next eligibility period.

A2.1.16.2.3. (AETC) Simulator refresher instructors are exempt from refresher academics provided they have instructed at least 20 hours of academics (covering all simulator academic events) during the normal eligibility period. They must however accomplish the simulator flying sorties.

**A2.1.17. Situational Emergency Procedures Training (SEPT).** SEPT is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. Any crew member should present a situation and the crew/aircrew discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Incorporate the following elements into squadron SEPT programs:

A2.1.17.1. Critical action procedures (if applicable) and squadron special interest items should be emphasized.

A2.1.17.2. Develop SEPT scenarios using H-60 mishaps/incidents as baseline cases.

A2.1.17.3. Aircrew may complete SEPT on an emergency procedures sortie through an aircraft system presentation with a comprehensive discussion of the associated EPs.

A2.1.17.4. (AETC) 58 SOW aircrew may complete this requirement on a student profile through an aircraft system presentation with a comprehensive discussion of the associated EPs.

**A2.1.18. Small Arms Training.** Aircrew will maintain qualification on all unit assigned small arms. Training will be according to AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*, and AFI 31-207, *Arming and Use of Force by Air Force Personnel*, and MAJCOM guidance.

A2.1.18.1. FEs and AGs are considered Group B for handgun training and Pilots are considered Group C. FEs, AGs, and Pilots are considered Group C for rifle training. Therefore, FEs and AGs will complete handgun (M-9) recurring qualification training annually and recurring rifle (M-16/GAU-5) training every two years. Pilots will complete recurring handgun (M-9) and rifle (M-16/GAU-5) training every two years.

**A2.1.19. US/Russia Prevention of Dangerous Military Activities.** Conducted to ensure that all mission-ready aircrews are familiar with the agreement and the implementing provisions contained in

CJCSI 2311.01. Training requires review of the "Procedures for the Prevention of Dangerous Military Activities Between the US and Russia" section of the Flight Information Handbook.

**A2.1.20. Verification Training.** Designed to incorporate all wartime related aircrew training events and provide the experience necessary to plan for the unit's wartime mission. Unit Weapons and Tactics officer will establish a training program to support initial and CT requirements. Attachment 4 contains the suggested areas to be included in the academic training courseware.

A2.1.20.1. Initial Verification Training will be completed within 120 days (ANG and AFRC 180 days) of being certified CMR or the aircrew will be regressed to N-CMR status until training is accomplished.

A2.1.20.2. Theater Training is one unit of instruction within verification training. Complete appropriate theater training before operating in deployed overseas locations. Should contingencies preclude theater training before deployment, orientation training packages will be deployed with the crews.

A2.1.20.3. Continuation verification updates aircrews on their squadron's wartime mission. Each aircrew will participate in a squadron initial/CT verification every 18 months as a briefer or seminar participant. Aircrew who participate in an unit deployment or exercise to a DOC tasked theater of operations may receive credit for continuation verification.

A2.1.20.4. BMC aircrew may accomplish an initial verification and/or participate in CT verifications to facilitate future upgrade to CMR status, at the discretion of the SQ/CC.

**A2.1.21. Weapons/Tactics Academic Training.** Unit Weapons and Tactics officers will establish a weapons/tactics academic training program to satisfy MQT and CT requirements.

A2.1.21.1. Academic instructors should be USAFWS/WSR graduates.

A2.1.21.2. Training requires successful completion of an examination (85 percent minimum to pass). Use testing to the maximum extent possible to validate qualification level. Aircrew that fail this examination will be brought to the attention of the SQ/CC, given additional training, and be required to pass another examination. Audiovisual programs may be used in place of or in conjunction with academic instruction.

A2.1.21.3. Instruction and tests may be classified and should include information from AFTTP 3-1 Volumes 1, 2, and 24. Topics will include but are not limited to:

A2.1.21.3.1. Alert and scramble procedures, formations, terminal operations, enemy capabilities, mission execution, use of airborne command and control assets, and all possible "Sandy" MDS capabilities.

A2.1.21.3.2. Electronic combat equipment capabilities, operation, checks, procedures, and hostile ECM/friendly ECCM tactics.

A2.1.21.4. Evasive maneuvering, authentication procedures, all levels of ROE, and safe passage.

## Attachment 3

## FLYING TRAINING REQUIREMENTS DESCRIPTIONS

**A3.1. General.** NVG-qualified aircrew qualified in NVG operational missions/events do not require currency in same type unaided missions.

**Table A3.1. Deleted.**

A3.1.1. AHC Sortie (P/FE/AG). Minimum requirements to credit an Aircraft Handling Characteristics (AHC) Sortie: Energy Management, Vertical Maneuvering, Horizontal Maneuvering, Advanced Handling Maneuvers, Low-Level Operations, and Specific Excess Energy Maneuvering. Accomplish IAW AFTTP 3-3V24, *Fundamentals--HH-60 Helicopters* (formerly MCH 11-HH60G, Vol 5).

A3.1.1.1. AHC sortie will be accomplished during day VMC when an instructor/flight examiner is in command and at a set of controls.

A3.1.1.2. Unit Weapons officers (USAFWS WIC graduates) may certify other unit IPs to conduct AHC sortie training using the syllabus maneuvers listed in AFTTP 3-3V24. The AHC certification training will also include instruction on the energy maneuvering charts and their relationship to the AHC maneuvers. Once certified, these instructors may in turn certify other instructor pilots to conduct annual AHC sortie training for other unit pilots and flight engineers. WIC graduates are certified to instruct AHC. Document certification for other unit instructors and aircrew IPs on the AF Form 1381.

A3.1.1.3. During Tactical Mission sorties, individual AHC maneuvers from AFTTP 3-3V24 may be practiced by AHC certified aircrew provided the restrictions from AFI 11-2HH-60V3 are adhered to (EXCEPTION: the Onset of Blade Stall demonstration and the Overbank demonstration will only be conducted with a certified AHC IP in command and at a set of controls). The annual supervised AHC sortie requirement is a separate requirement to ensure continuity and standardization of training.

**A3.1.2. AIE (FE/AG).** AIE methods are defined as: hoist (FE only), rappel, fast rope, rope ladder, and swimmer deployment (low and slow). Actual deployment/recovery of personnel is not required, but desired. FEs/AGs will accomplish at least one of each AIE method.

**A3.1.3. Air Refueling (Day/NVG) (P/FE).** Pilot minimum requirements to credit an Air Refueling Event: Rendezvous, Join-up, Contact (Left and Right), and Cross-over. Use of light signals is desired.

A3.1.3.1. If unable to make left or right contacts due to equipment malfunctions, multiple single hose contacts and cross-over may credit an Air Refueling event.

A3.1.3.2. Copilot/Flight Engineer currency for air refueling only requires performance of their crew position duties associated with this event. Any air refueling (day or night) will satisfy FE air refueling currency.

A3.1.3.3. Copilots may log currency with an aircraft commander while performing copilot duties. Copilots qualified to perform contacts and certified IAW AFI 11-2HH-60V2 do not require instructor pilot supervision.

A3.1.3.4. During CFT or Operational Rescue Mission sorties, contacts on only one hose is required. Cross-over is not required.

**A3.1.4. Cargo Sling (P/FE).** Aircrew certified in this event must accomplish verbal directions, hookup, pattern, and release.

**A3.1.5. CDTQT (P/FE/AG).** Refer to paragraph 3.5 for initial and continuation training CDTQT description/requirements.

**A3.1.6. Chaff/Flare Event (P/FE/AG).** In-flight dispensing of chaff/self-protection flares during a tactical mission profile in response to an actual or simulated threat. Event requires actual release and is limited to logging of one event per sortie. NOTE: Only required for FE/AG in Self-Protection System (SPS) and Block-152 modified aircraft.

**A3.1.7. Combat Skills Sortie (P/FE/AG).** Log a Combat Skills Sortie (CSS) when:

A3.1.7.1. A Low-level route, Tactical Approach/Landing/Takeoff, and Authentication Procedures/TOT Management are accomplished

A3.1.7.2. A Chaff/Flare event is accomplished in response to threat identification and reaction to threat emitters

A3.1.7.3. Any combination of two or more of the following event types are accomplished: Low-level operations, CDTQT, Water Operations, Tactical Formation, Air Refueling, Terminal Ops, Gunnery.

**A3.1.8. Composite Force Training Sortie (P/FE/AG).** A multi-ship low-level CSARTF operation using procedures contained in AFTTP 3-1, Vol 24, Chapters 6 and 7, that includes mission planning, prebriefing with Rescort aircrew (face-to-face, desired), flying, and debriefing with fighters or helicopters. As a minimum the sortie will include communications, visual identification, threat reactions, escort procedures to include simulated/live weapons employment, and survivor location, authentication, and recovery.

**A3.1.9. Contact Sortie (P).** Minimum requirements to credit a contact sortie are: Maximum Performance Takeoff, Marginal Power (Level Acceleration) Takeoff, Normal Approach/Landing, and Steep Approach to a Touchdown.

**A3.1.10. Day Water Operations (P/FE/AG).** Accomplish day pattern and AIE. Use of pyrotechnics/sea dye marker is desired.

**A3.1.11. Demanding Sortie (P/FE/AG).** A demanding sortie is defined as a sortie which may tax an aircrew beyond their capability after an extended non-flying period. Accomplishment of any type sortie updates Demanding Sortie currency.

A3.1.11.1. Demanding sorties/events include: Tactical Mission Sortie, NVG Water Operations, NVG Air Refueling, Night Sortie, AHC Sortie, Student Profile Sortie, Flight in IMC, or any sortie where instructor duties are performed.

A3.1.11.2. SQ/CCs may add sorties/events to the demanding list, depending on unit tasking and the individual's capabilities.

A3.1.11.3. If a pilot/copilot flight engineer, or aerial gunner has not flown any sortie within the last 30 calendar days, they must fly a non-demanding sortie or any sortie under the direct supervision of an instructor in the same crew position prior to flying a demanding sortie. A non-demand-

ing sortie allows aircrew the opportunity to regain flying proficiency after an extended non-flying period.

A3.1.11.4. Non-demanding sorties/events include: Instrument Approaches (VMC), Contact Sortie, Day Remote Operations, Cargo Sling, Supervised EPs, Day Air Refueling, and Day Water Operations.

**A3.1.12. Emergency Procedures Sortie (P/FE).** Minimum requirements to credit an EP sortie are:

A3.1.12.1. Review of Bold Face procedures.

A3.1.12.2. Autorotations (Pilot, a minimum of one turning and one straight ahead; FE, one Auto).

A3.1.12.3. Simulated single engine approach and landing.

A3.1.12.4. Stabilator malfunction.

A3.1.12.5. SAS and boost off approach and landing.

A3.1.12.6. ECU/DEC malfunction.

**A3.1.13. Formation (Day/NVG) (P/FE/AG).** Minimum requirements to credit a Formation Event: Low-Level Operations (if tactical qualified), Lead and Wing Procedures, Join-up, Threat identification and reaction, and Takeoff/Approach/Landing. Desired: Lost Wingman Procedures. Flight Engineers/Aerial Gunners are not required Lead and Wing Procedures and Join-up.

**A3.1.14. Gunnery (FE/AG).** Gun system employment (live/blank ammo) during Tactical Mission operations is desired. NOTE: AETC Formal School FE/AG gunnery currency may be credited by either flying a student profile or proficiency sortie.

**A3.1.15. HAVE QUICK Event (P).** The practice of loading the combat or MAJCOM HAVE QUICK training net WOD, world-wide TOD, and successful communications in the active mode. During extended missions, the TOD should be updated from a world-wide master clock if available. Only one event may be logged per sortie.

**A3.1.16. Instrument Approach (P).** Either a precision or non-precision instrument approach is required.

**A3.1.17. Low Level Operations (P/FE/AG).** Requirements for Low Level operations are a navigation training route which should be at least 30 minutes long, with a minimum of 3 turn points.

**A3.1.18. NVG Low Level Operations (P/FE/AG).** Requirements for NVG Low Level operations are a navigation training route which should be at least 30 minutes long, with a minimum of 3 turn points.

**A3.1.19. NVG Sortie (P/FE/AG).** An NVG sortie requires: mission planning and takeoff/approach/landing using NVGs. AIEs are desired. Tactical NVG Sorties will be flown IAW AFI 11-2HH-60V3.

**A3.1.20. NVG Water Operations (P/FE/AG).** NVG water operations require: NVG water operations pattern, use of chemlites, and AIE. Open-ocean NVG water operations is desired.

A3.1.20.1. Copilots may log currency with an AC while performing copilot duties. Copilots may maneuver the aircraft only in an emergency situation or in the pattern (at or above 100 feet AWL) to relieve the aircraft commander.

A3.1.20.2. Copilots flying NVG water operations under supervision of a qualified instructor pilot at a set of controls may fly full patterns to include approaches and hover operations.

**A3.1.21. Proficiency Profile (AETC) (P/FE/AG).** (Ideally, 1 1/2 hours) Designed to permit instructors and flight examiners sufficient time to maintain their own proficiency without instructing students. Pilots may credit a proficiency profile if both pilots are qualified in the appropriate aircraft. Flight engineers may credit a proficiency profile provided they are not instructing students. The goal is one sortie per quarter per aircrew.

**A3.1.22. Ready Aircrew Program (RAP) Sortie (P/FE/AG).** RAP sorties are used for tracking sortie lookback. Aircrew may log a RAP sortie whenever they fly a Tactical sortie (day or night), a CFT sortie, or a Combat Skills Sortie (CSS).

**A3.1.23. Remote Operations (P/FE).** Accomplish SAR mission planning, navigation route, Site Evaluation, remote landing/takeoff, simulated maximum power and AIEs. Desired events: Pinnacle/ridgeline landing, search pattern, slope landing, and use of pyrotechnics. Not required for BMC/CMR aircrew current for tactical missions. For non-tactical BMC aircrew, two remotes will be completed on NVGs.

**A3.1.24. Sortie (P/FE/AG).** Aircrew may credit a sortie in conjunction with any type mission sortie actually flown. Log sorties on local or operational missions that include appropriate premission planning, preflight according to flight publications, preparation of performance, takeoff and landing data, weather and crew or passenger briefings, flight plan filing, and post-mission procedures. Pilots/copilots must complete a takeoff, approach, and landing to credit a sortie. Two aircrew may log a sortie on the same sortie if the requirements of a sortie are met.

**A3.1.25. Student Profile (AETC) (P/FE/AG).** Any simulator or aircraft lesson that satisfies requirements of a formal syllabus on instruction. More than one student profile may be logged on one simulator or aircraft sortie, up to the number of students trained by the instructor. No more than 50% of the requirements may be accomplished in the simulator. The goal is six profiles per quarter per instructor. During periods of low student loads, the squadron commander may reduce or delete the requirement.

**A3.1.26. Tactical Mission (Day/NVG) (P/FE/AG).** Tactical missions should be a combat scenario profile that relates to the requirements of the unit's DOC statement. Minimum requirements to credit Tactical Mission are: Intel Scenario, Combat Mission Planning, Low-Level Operations, Threat Identification and Reactions, Tactical Approach/Landing/Takeoff, and Authentication Procedures/TOT Management. Desired events: Have Quick (pilots only), Secure Voice, Gunnery (FE/AG only), and AIE.

**A3.1.27. Secure Voice (P).** Accomplish communication with secure radio(s) during a tactical mission (actual or simulated) or combat skills training sortie. Event requires actual (not simulated) secure communications with another aircraft or ground station, and is limited to logging of one event per sortie.

**Attachment 4****VERIFICATION GUIDE**

**A4.1. Guidelines.** The following outlines are provided as guidelines for the development of verification briefings.

A4.1.1. Overview:

A4.1.1.1. Introduction (participants and briefing classification).

A4.1.1.2. Mission overview.

A4.1.1.3. Status of friendly forces (ground, air, and support).

A4.1.2. Area of Operations:

A4.1.2.1. Geography (topography, population centers, lines of communications, chokepoints and natural obstacles, major visual and radar significant identification points).

A4.1.2.2. Climatology (effects on unit operations, ground troop movements, and in-flight operations).

A4.1.2.3. Operating base (location, facilities, procedural constraints, strengths and limitations).

A4.1.3. Status of Enemy Forces:

A4.1.3.1. Ground forces and accompanying air defense threats (SAMs, Anti-Aircraft Artillery, EC, and Spectrum Interference Resolution reporting), capabilities, strengths and weaknesses.

A4.1.3.2. Airborne forces (numbers, locations, capabilities and tactics).

A4.1.4. Mission Employment Briefing:

A4.1.4.1. Ground operations.

A4.1.4.2. Departure (weather contingencies, options).

A4.1.4.3. Route of flight (threat analysis, alternatives, fuel requirements, decision points).

A4.1.4.4. .Target ingress (initial point-to-target specifics, tactics).

A4.1.4.5. Weapons employment (target data, load, suitability, ROEs).

A4.1.4.6. .Egress plan (route, mutual support agreements).

A4.1.4.7. .Downed aircrew, wounded bird plan.

A4.1.4.8. Recovery (safe corridor procedures, IFF procedures, alternate and emergency airfields).

A4.1.5. Escape and Evasion:

A4.1.5.1. DARs and SAFEs.

A4.1.5.2. CSAR procedures.

A4.1.6. Essential Elements of Information/Reports:

A4.1.6.1. Essential Elements of Information (EEIs).

A4.1.6.2. Required reports and reporting procedures.



## Attachment 5

## NVG LASDT PROGRAM REQUIREMENTS FOR MQT/CT

**A5.1. General.** This attachment describes the NVG Low Altitude Step-Down Training Program for HH-60 aircrew.

**Table A5.1. NVG LASDT Program.**

RESTRICTIONS/ REQUIREMENTS	INEXPERIENCED AIRCREW	EXPERIENCED AIRCREW
<b>ROUTES</b>	Surveyed routes only (Note 1)	Routes within approved low-level training area (Note 1)
<b>ALTITUDE</b>	See Notes 2 and 3.	See Notes 2 and 3.
<b>ILLUMINATION</b>	5% illumination (Note 4)	5% illumination (Note 4)

**NOTES:**

1. Unit commanders will designate a maximum of three "surveyed" low level navigation routes. Crews that do not meet or exceed experience requirements will not navigate off of surveyed routes. 58 SOW aircrew may conduct LASDT off surveyed routes, in the LATN areas, if the aircraft commander is a permanent party instructor qualified in the mission and the sortie is conducted as part of the formal instructor checkout program. The initial survey for these routes will be accomplished IAW AFI 11-2HH-60V3. In order to navigate off of a surveyed route the crew must have at least an experienced aircraft commander and an experienced FE on board. Formation flights default to the crew with the lowest experience level.

2. Tactical sorties are flown at the highest altitude allowed by the threat and will normally be flown at a minimum altitude of 100 feet AHO. Tactical missions may be flown down to 50 feet AHO when the threat environment dictates. Flight down to 50 feet AHO will be in conjunction with a pre-planned tactical training mission and requires review and approval from either the ADO, DO, SQ/CC or designated Top 3. The time spent flying between 50 and 100 feet AHO will be limited to that time necessary to avoid a particular threat. Sorties not involving threats are restricted to 100 feet AHO. The purpose of this limitation is to provide an increased safety margin while affording the best low-level visual cues, both day and night.

3. As part of the unit MQT program, all assigned/attached NVG tactical qualified aircrew will complete the NVG Low Altitude Step-Down Training (LASDT) Program as follows:

**LASDT 1:** Fly a surveyed route in Day VMC at a minimum altitude of 100 feet AHO, and fly one segment of route at a minimum altitude of 50 feet AHO

**LASDT 2:** Fly a surveyed route with NVGs at a minimum altitude of 300 feet AHO.

**LASDT 3:** Fly a surveyed route with NVGs at a minimum altitude of 100 feet AHO, and fly one segment of route at a minimum altitude of 50 feet AHO.

Aircrew who have not completed LASDT training will not fly as a primary aircrew member at night below 300 feet AGL. Document all LASDT for each aircrew in the aircrew member's training folder. Supervision requirement for LASDT sorties will be as directed by the SQ CC IAW para. 1.6.3. Aircrew conducting this training should be highly qualified and experienced NVG aircrew in the applicable crew position.

4. 5% illumination may be approximated to starlight conditions with no cloud cover or goggle scintillation. Aircrew must realize that environmental conditions may vary greatly and will affect the effective illumination. If sufficient illumination is not available, climb to minimum safe altitudes IAW AFI 11-2HH-60V3.

## Attachment 6

## FLIR CERTIFICATION TRAINING PROGRAM

**A6.1. FLIR Training (Academics/F.1.).** Academics (F.1.) is a 2.0 hour block of instruction. Use formal school courseware computer aided instruction (CAI H0400) and an instructor-led review of the learning objectives.

**Table A6.1. FLIR Academic Training.**

LEARNING OBJECTIVES	INSTRUCTIONAL AIDS
<p>F.1. Forward Looking Infrared (FLIR)</p> <p>a. State the function of the FLIR system.</p> <p>b. Identify, describe, and state the function of the following FLIR system components:</p> <ol style="list-style-type: none"> <li>1. Turret/FLIR Unit (TFU).</li> <li>2. System Control Unit (SCU).</li> <li>3. Display Electronics Unit (DEU).</li> <li>4. System Electronics Unit (SEU).</li> <li>5. Avionics Switch Panel.</li> <li>6. Head Down Display (HDD) video monitors.</li> <li>7. Multifunction Control Unit (MFCU).</li> </ol> <p>c. Describe normal operation, including cockpit indications, of the FLIR system.</p> <p>d. Describe degraded operation, including cockpit indications, of the FLIR system.</p>	<p>Formal courseware (Computer Aided Instruction /CAI H0400) and flight manual.</p>

**A6.2. FLIR Training (CPT 1).** Cockpit Procedures Training (CPT 1) is a 2.0 hour block of instruction. CPT 1 will be conducted in a unit aircraft (power on) and will cover the following objectives.

**Table A6.2. FLIR Cockpit Procedures Training.**

LEARNING OBJECTIVES	INSTRUCTIONAL AIDS
<p>CPT 1</p> <p>1. FLIR Components and Functions--Describe the major FLIR system components to the detail required to support normal operation, including name, physical appearance, and location.</p> <ul style="list-style-type: none"> <li>a. System Control Unit (SCU); On/Off switch, power supply, BIT functions.</li> <li>b. Multifunction Control Unit (MFCU); four-way switch, force controller (track switch), look ahead switch, trigger switch.</li> <li>c. System Electronics Unit (SEU); drives Turret FLIR Unit (TFU), converts to video, 1553 interface.</li> <li>d. Turret FLIR Unit (TFU); collects IR energy.</li> </ul> <p>2. FLIR Modes of Operation--Describe and be able to select the modes of operation of the FLIR system to the detail required to support normal operation.</p> <ul style="list-style-type: none"> <li>a. Stow Mode (STW)</li> <li>b. Ahead Mode (AHD)</li> <li>c. Manual Force Control (MFC)</li> <li>d. Scan Mode (SCN)</li> <li>e. Autotrack Enable/Autotrack Modes (ATE/AT)</li> <li>f. Flight Path Vector Mode (FPV)</li> <li>g. Sightpoint Mode (SPT)</li> <li>h. Hover Mode (HVR)</li> </ul>	<p>Operational aircraft and crew.</p>

**A6.3. FLIR Training (Flight Training):**

A6.3.1. As part of MQT, pilots will complete FLIR Step-Down Training (FSDT) as specified below. The objective of FSDT is for pilots to demonstrate the ability to safely operate the FLIR system (day or night) in low-level flight regimes. FSDT sorties may be flown in conjunction with NVG Low Altitude Step-Down Training (also an MQT requirement) sorties. All training (academic, CPT, and FSDT sorties) will be documented in the individual's training folder. FLIR certification is IAW AFI 11-2HH-60V2 (FLIR training is an instructor certified event and must be annotated on the AF Form 1381 in the individual's FEF).

A6.3.2. All FSDT sorties will be flown under the supervision of an IP. Sorties will cover the following learning objectives:

A6.3.2.1. Understand and know how the FLIR can aid in terrain and obstacle avoidance during day and NVG low-level operations.

A6.3.2.2. Understand and know that the FLIR is only a complementary system to the NVGs and the HH-60 is not presently capable of complete "heads-down" operations.

A6.3.2.3. Understand and know/accomplish the following:

A6.3.2.3.1. Use of gain control for best quality picture

A6.3.2.3.2. Use of black/white hot for best picture

A6.3.2.3.3. Flight path vector mode for obstacle clearance

A6.3.2.3.4. Manual mode of operations to include narrow and wide field of view

A6.3.2.3.5. Auto-track capability

A6.3.2.3.6. FLIR navigation updates

A6.3.2.3.7. FLIR store points

A6.3.2.3.8. Sightpoint mode to aid in identifying waypoints

A6.3.2.3.9. Use of hover mode

A6.3.2.3.10. Use of function keys on the heads down display (HDD) to include blanking other pilot's screen

A6.3.2.3.11. Use of function switches on the video symbology display system (VSDS)

A6.3.2.3.12. Over-water orientation (if available)

A6.3.2.3.13. Use of FLIR as an aid for survivor searches on land and over water (if available)

A6.3.3. FSDT sorties will be flown in the sequence/profile as listed below:

A6.3.3.1. FSDT 1: Fly a low-level route in day VMC at a minimum altitude of 100 feet above highest obstacle (AHO), and fly one segment of the route at a minimum altitude of 50 feet AHO.

A6.3.3.2. FSDT 2: Fly a low-level route at night with NVGs at a minimum altitude of 300 feet AHO.

A6.3.3.3. FSDT 3: Fly a low-level route at night with NVGs at a minimum altitude of 100 feet AHO, and fly one segment of the route at a minimum altitude of 50 feet AHO.

**Table A6.3. FLIR Certification Training Program Requirements.**

<b>ALTITUDE</b>	Highest altitude allowed by threat, normally a minimum of 100 feet above highest obstacle (AHO); down to 50 feet AHO on segments of route approved by CC/DO/ADO or Weapons Officer (Note 1).
<b>ILLUMINATION</b>	5% illumination (Note 2).
<b>WEATHER</b>	Day training: 700/1 (ceiling/visibility) Night training: 700/2 - ANVIS NVGs

**NOTES:**

1. Tactical sorties are flown at the highest altitude allowed by the threat and will normally be flown at a minimum altitude of 100 feet AHO. Tactical missions may be flown down to 50 feet AHO when the threat environment dictates. Flight down to 50 feet AHO will be in conjunction with a pre-planned tactical training mission and requires review and approval from either the SQ CC, DO, ADO, or any H-60 Tactical mission qualified IP. The time spent flying between 50 and 100 feet AHO will be limited to that time necessary to avoid a particular threat. Sorties not involving threats are restricted to 100 feet AHO. The purpose of this limitation is to provide an increased safety margin while affording the best low-level visual cues, both day and night.
2. 5% illumination is defined as starlight with no cloud cover or goggle scintillation. Aircrew must realize environmental conditions may vary greatly and will affect the effective illumination. If sufficient illumination is not available, climb to minimum safe altitudes IAW AFI 11-2HH-60V3.
3. A FSDT mission requires: mission planning, takeoff, low-level operations using FLIR to aid in terrain and obstacle avoidance, approach, and landing.

## Attachment 7

## TRAINING SHORTFALL REPORT

MEMORANDUM FOR MAJCOM/XOF/DOT

SUBJECT: xx SQ Training Shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force.)

EVENT/SORTIE- PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

- SPECIFIC REASON FOR SHORTFALL
- CORRECTIVE ACTION (IF ANY)
- LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

3. IN-UNIT TRAINING TABLE (Indicate the number, and percent of authorized, by crew position, of aircrew in a formal training program being conducted in-unit).

IN-UNIT TRAINING						
	Pilot		Flight Engineer		Aerial Gunner	
	NUM	%	NUM	%	NUM	%
Unqualified Awaiting Training						
IQT						
MQT						
Aircraft Commander Upgrade			N/A		N/A	
Flight Lead Upgrade			N/A		N/A	
Instructor Upgrade						
NVG Water Operations						

1<sup>ST</sup> Ind, OG/CC

TO: HQ MAJCOM/XOF/DOT

## Attachment 8

## TEXT OF IC 2000-1 TO AFI 11-2HH-60V1, HH-60--AIRCREW TRAINING

IC 2000-1 TO AFI 11-2HH-60 VOLUME 1, HH-60--AIRCREW TRAINING

14 MARCH 2000

**SUMMARY OF REVISIONS**

This change incorporates interim change (IC) 2000-1. There are numerous administrative changes and new ACC level office symbols incorporated. This IC also incorporates Aerial Gunner (AG) training requirements. It changes references from RPI to API. Adjusted new flying training period dates to 1 Oct 30 Sep (1.6.10.). Establishes Flight Commander minimum qualifications (1.2.5.14). Changes CMR annual sortie and lookback requirements (Table 1.1.). Establishes requirements for permanent training folders (1.8.1.6.). Delegates waiver authority to MAJCOM/XOF/DOT (1.12.). Removes pararescuemen from conducting scanner/gunner training for flight engineers (2.5.5.). Allows AERP training to be conducted over water (3.5.5.2.4.). Clarifies Flight Surgeon ground training requirements (3.6.1.). Replaces Ground Training Table with new table (Table 4.2.). Replaces Non-Rap Annual Requirements table with new table (Table 4.3.). Replaces currency table with new table (Table 4.4.). Replaces Aircraft Commander Flight Experience Requirements with new table (Table 5.1.). Removes NVG water operations scanner certification for pilots (5.9.). Revises Experienced Aircrew definitions and replaces existing definitions with a table, linking NVG time to the experienced definitions (Atch 1*Terms*). Deletes Table format in Attachments 2 and 3, and replaces content in paragraph format. Changes Flight Engineers to Group C for Small Arms rifle training (A2.1.18.1.). Adds In-Unit Training Table for Training Shortfall Report (Atch 7). See the last attachment of the publication, IC 2000-1, for the complete IC. A (H) indicates revisions from the previous edition.

## OPR: HQ ACC/XOFT

This instruction implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel to perform duties in the HH-60. This instruction does not apply to Air Force Special Operations Command (AFSOC) or Air Force Material Command (AFMC) units and members. MAJCOM-specific guidance is embedded within the text and prefaced with the MAJCOM acronym. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/XOFT, for approval prior to publication IAW AFD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/XOFT, and the user MAJCOM/DRU/FOA and NGB offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. NOTE: The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.3 of this instruction for guidance on submitting comments and suggesting improvements to this publication.

(in Table of Contents) Table 1.2. HH-60 Annual Sortie Requirements For Other Than API-1

(in Table of Contents) Table 4.3. Non-RAP Annual Requirements (Inexperienced/Experienced)

(in Table of Contents) Table 4.4. Aircrew Currencies (Inexperienced/Experienced)

1.2.1. HQ ACC/XO is designated as the responsible agency for this instruction IAW AFD 11-2, *Aircraft Rules and Procedures*. The HQ ACC/XO will:

1.2.1.1. Chair semi-annual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Forces (CAF) units. RTRB participants will include applicable ACC active and reserve-component representatives. MAJCOM/XO/DOs with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.2.1.3. Provide operational and training policy and guidance.

1.2.1.3.1. DELETED

1.2.1.3.1.1. DELETED

1.2.1.3.1.2. DELETED

1.2.1.3.1.3. DELETED

1.2.1.3.2. DELETED

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/XOFT, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT, HQ ACC/XOFT, and all applicable MAJCOM XO/DOs a copy of approved supplements to this instruction

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to each MAJCOM and NAF/XO/DO/OV, and five copies to each CAF wing/group.

1.2.4.2. Attach API-6/8 (Aircrew Position Indicator) flyers to a flying squadron.

1.2.4.3. Except when otherwise mandated, OG/CCs will specify which API-6 positions (ANG and AFRC: all flyers) will maintain BMC/CMR. Upon request provide MAJCOM/XOF/DOT (AETC: N/A, ANG: HQ ACC/XOG) with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) manning positions. Review programs and manning position designations annually.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Active Duty units are required to submit anticipated shortfall reports each quarter to MAJCOM/XOF/DOT (info copy to NAF/DO) (Due 31 Jan, 30 Apr, 31 Jul) and all units a summary shortfall report to MAJCOM/DOT/XOF (AETC: N/A, ANG: HQ ACC/XOG) at the end of the training cycle (Due 31 Oct). Prior to submitting the annual report, units are reminded to prorate incomplete training. For training report format see attachment 7, Training Shortfall Report. Negative reports are required. Note: For ACC units, this report may be submitted on the HQ ACC/XOFT homepage.

1.2.5.2. Ensure review of training and evaluation records of newly-assigned aircrew and those completing formal training, to determine the training required for them to achieve Basic Mission Capable (BMC) or Combat Mission Ready (CMR) and to ensure provisions of this instruction have been met. This review will be accomplished prior to the newly-assigned aircrew flying in unit aircraft.

1.2.5.14. (ACC) Ensure Flight Commanders are, as a minimum, CMR Aircraft Commanders with a minimum of 1 year Air Force mission experience.

1.2.6.3. Ensure they participate only in ground and flying activities for which they are qualified, current, and prepared.



1.3.1. Forward recommendations for change to this instruction to MAJCOM/DOT/XOF on AF Form 847, Recommendation for Change of Publication.

1.3.2. MAJCOMs will forward approved recommendations to HQ ACC/XO through HQ ACC/XOFT.

1.3.3. HQ ACC/XO will:

1.3.3.1. Coordinate all changes to the basic instruction with all MAJCOM/XO/DOs and obtain HQ USAF/XO approval for interim changes (IC) to this instruction.

1.3.4. MAJCOM/XO/DOs (ANG: HQ ACC/XOG) will determine training requirements for their subordinate units. These training requirements will be coordinated through HQ ACC/XO. This includes making changes, additions, or deletions to this instruction at anytime. These changes may be via supplement or RAP Tasking message. HQ ACC/XO will be an info addressee on all changes. HQ ACC/XO will include MAJCOM supplemental guidance in the next publication of the AFI.

1.4.1. IQT and TX provide the training necessary to initially qualify aircrew in a basic crew position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the aircrew attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for General Officers above the Wing level, BAQ is not a long-term qualification status. Waiver authority for any crew member, other than General Officers above the wing level, to remain BAQ is MAJCOM/XO/DO (ANG: HQ ACC/CG, AETC: FTU WG/CC).

1.4.4.2. All designated combat aircraft (CC-coded) unit active duty API-1/2 positions, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. (EXCEPTION: If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document [UMD] API-1/2s to CMR and designate the over-age BMC. In this case, priority should be given to inexperienced crewmembers with at least 50%, if available, designated CMR.) (For AFRC/ANG: Any aircrew may be designated CMR or BMC at OG/CC discretion.) CMR aircrew maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to non-CMR (N-CMR) status unless waived by appropriate authority. N-CMR aircrew may perform missions (including exercises and contingencies) in which they are current, qualified, and either familiar or proficient, similar to BMC aircrew.

1.4.4.4. All other active duty wing aircrew positions are designated BMC positions. BMC designations are assigned to aircrew who have a primary job performing wing supervision or staff functions that directly support the flying operation, or are FTU instructors, Weapons School instructors, or operational test aircrew. However, these aircrew are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrew maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. N-BMC aircrew may not perform RAP training sorties without supervision IAW paragraph 1.5.4 until re-certified.

1.4.4.5. N-CMR/N-BMC. Aircrew that regress to N-CMR/N-BMC status will accomplish the requirements IAW paragraph 4.7.1.2.

1.5.2. ACC Training Support Squadron (TRSS) will develop and validate training programs when/where tasked by the HQ ACC/XO. Other MAJCOMs may submit requests for training program support to the HQ ACC/XO. If validated, these requests will be prioritized and tasked to ACC TRSS. Designated Test Units (CB) may develop syllabi to upgrade Operation Test Aircrew in support of specific test plans. These syllabi will be approved by the OG/CC and submitted to ACC TRSS.

1.5.3. Units will design training missions to achieve combat capability in squadron tasked roles, maintain proficiency and enhance mission accomplishment and safety. RAP training scenarios should emphasize either basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to combat scenarios are desired (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, Intel briefing/debriefing).

1.5.4.1. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required.

1.5.4.3. Flight leads may give their wingman the formation lead for specific tasks. As the formation lead, the wingman makes tactical decisions for the flight, but the flight lead retains overall authority and responsibility.

1.5.7. DELETED

1.6.10. The aircrew training cycle is 12 months, 1 Oct through 30 Sep. (The aircrew training cycle for ANG/AFRC is 1 Jul through 30 Jun; for AETC: 1 Jan through 31 Dec). Units will complete training requirements during the appropriate training cycle unless specifically excepted.

**Table 1.1. HH-60 RAP Annual Sortie Requirements (Inexperienced/Experienced).**

MAJCOM	CREW POSITION	CYCLE	BMC	CMR
ACC AETC PACAF	PILOTS/FLT ENG/ AERIAL GUNNERS	RAP Total	24/19	55/44
		3-Month Lookback	6/5	13/11
		1-Month Lookback	2/1	5/4
ANG AND AFRC	PILOTS/FLT ENG/ AERIAL GUNNERS	RAP TOTAL	24/19	30/24
		3-Month Lookback	6/5	7/6
		1-Month Lookback	2/1	3/2
NOTE 1: MAJCOM RAP Tasking Messages take precedence over this table.				
NOTE 2: For non CC-coded units, minimum sortie requirement is the BMC rate.				

1.8.1.6. Appropriate MAJCOM directives. ACC: Units will maintain a permanent training folder on each aircrew member. Training records will be maintained on the individual for the duration he/she is assigned/attached to the unit. Gaining commanders may elect to keep records of past training programs. As a minimum, the training folder will consist of the following sections:

1.8.1.6.1. Section I: Letters of Appointment/Upgrade. This section will contain letters selecting an individual for upgrade, endorsed by unit CC/DO.

1.8.1.6.2. Section II: Aircrew Qualifications. This section will contain a summary of an individual's current qualifications.

1.8.1.6.3. Section III: Active Training Programs. This section will contain any current upgrade programs. Include in this section any upgrade guides/syllabi, ground and flight training summaries (syllabus gradesheets), and aircrew training comments records.

1.8.1.6.4. Section IV: Temporary Duty (TDY) Support Section. When scheduled for a flying TDY (not to include a unit deployment), as a minimum include in this section a copy of the individual's current AF Form 1042, Medical Recommendation for Flying or Special Operational Duty, AF Form 702, Individual Physiological Training Record, and current AFORMS product.

1.8.1.6.5. Section V: Completed Training Programs. This section contains an archive of previous training programs the individual has completed. Include in this section items from Section III once the training program has been completed and the individual has been certified.

1.8.1.7. Flight engineers (FEs) and Aerial Gunners (AGs) are exempt from maintaining AF Form 623, On-the Job Training Record, according to AFI 36-2201, and AFSC 1A1X1B/1A6X1 Career Field Education and Training Plan.

1.10.1. Commanders will ensure wing/group tactical aircrew (API-1/6s) fill authorized positions IAW unit manning documents and that aircrew status is properly designated. The overall objective is that aircrew perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, Flying Evaluation Board (FEB)/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. For inexperienced aircrew in the first year of their initial operational assignment supervisors will limit the non-flying duties to those related to combat activities.

1.10.2. Duties required by various publications that may be assigned to CAF API-1 aircrew are weapons and tactics officer/NCO, programmer, flying safety officer, Supervisor of Flying (SOF), mobility/contingency plans, training (except AFORMS documentation), SQ Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. In some instances, such as squadron assigned flying safety officers, API 1/2s may be attached to the wing. API-1s will not be attached to wing staffs or man wing staff positions unless total wing pilot API-1/2/6 manning is 100 percent or better (N/A AETC). CCs will ensure wing staff aircrew (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.11.1. Inexperienced API-1/2 aircrew should receive sortie allocation priority over experienced aircrew. Priorities for sortie allocation are as follows:

1.11.1.1. Formal Training Units and USAFWS. Formal syllabus training, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or Standardization Evaluation Flight Examiner (SEFE) duties (to include API-5 aircrew physicians not on instructor orders).

1.11.1.2. Combined Formal Training and Operational Units. Formal syllabus training, CMR API 1/2, CMR API 6, MQT API 1/2, MQT API 6, BMC API 5, aircrew physician, others.

1.11.1.3. Operational Units. CMR/API-1, MQT API-1, CMR API-6, MQT API-6, BMC (to include API-5 pilot physicians).

1.11.1.4. Test and Test Evaluation Squadron (TES) Units. Requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, BMC training requirements that cannot be accomplished on primary missions, API 5 aircrew physicians.

1.11.2. Wing API-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Aircraft Inventory (PAI) are authorized one SQ equivalent of additional API 6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipage.

1.11.3. For FTU only wings, all API-6 aircrew will maintain instructor status (optional for WG/GP CC, functional check flight (FCF) aircrew, and one other). These wings will fly API-1/6 aircrew as required by program flying training (PFT) document. For wings consisting of both FTU and operational units, at least one of the following pilots will maintain formal instructor status: WG/CC, WG/CV, OG/CC, OG/CD.

1.11.4. API-8 (above wing level) rated personnel flying authorizations and Test Unit aircrews will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC rate; however, they are not required to complete BMC specific missions/events, or meet monthly lookback requirements. Units should provide assigned API-6/8 flyers adequate resources to maintain minimum training requirements. Wings are allocated flying hours for attached API-8s. API-6/8 flyers will accomplish non-RAP requirements with allotted BMC sorties. However, API-6/8 flyer support will not come at the expense of the flying squadrons primary mission. If units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, as supplemented. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW MAJCOM directives.

**Table 1.2. HH-60 Annual Sortie Requirements For Other Than API-1.**

API Level	CT Status (Minimum Sortie Requirement)	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (Inexperienced/Experienced)
6	CMR	CC	Any	As required by qualifications
6	BMC	CC	Wing	48/36
6	BMC	TF	Wing	As required by PFT
6	BMC	CB	Wing	As determined by test program requirements
8	BMC	CB	Wing	48/36
8	BMC	CC, TF, or CB	Above Wing	48/36
5	BMC	CC, TF, or CB	All	If qualified and current in unit aircraft -48/36; Otherwise, IAW AFI 11-401 as supplemented
Any	BAQ	Any	Any	BMC rate

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for all requirements in the RAP tasking message and for all provisions in chapters 4 and 5 of this instruction is the OG/CC. For all other provisions of this instruction the waiver authority is MAJCOM/XOF/DOT (ANG: HQ ACC/XOG, AETC: HQ AETC/DOF) unless otherwise stated.

1.12.2. Units subordinate to a NAF will forward requests directly to MAJCOM/XOF/DOT and provide their NAF/XO/DO/OV with an information copy. Waivers from other than MAJCOM/XOF/DOT (ANG:

HQ ACC/XOG) will include their appropriate MAJCOM/XOF/DOT (ANG: HQ ACC/XOG, AETC: HQ AETC/DOF) as an information addressee. All waivers will include HQ ACC/XOF as information addressees.

2.2.1. MAJCOM/XO/DO (ANG: HQ ACC/DOL) is the approval authority to conduct local IQT, and is waiver authority to change the formal requirements of locally conducted IQT. Info HQ ACC/XOF.

2.3. Prerequisites. Course prerequisites will be IAW the appropriate AETC formal course syllabus and the Education and Training Course Announcements (ETCA). Refer to the ETCA web site at <http://hq2af.keesler.af.mil/etca.htm>.

2.4. Ground Training. Ground training may be tailored to the individual background and experience or peculiar local conditions. However, available and current reference materials such as formal school courseware, instructor guides, and audiovisual programs should be used as supporting materials to the maximum extent possible. Simulator missions will normally be accomplished by 58 Special Operations Wing (58 SOW) simulator assets, if available. If the 58 SOW simulators are not available, complete the training objectives in the aircraft, or any other H-60 simulator. Aircrew approved for in-unit IQT with no prior NVG qualification are required to attend a Night Vision Device (NVD) lab prior to entering the night (NVG) phase of flight training.

2.5.2. In-unit IQT will be completed within the time specified by the approved syllabus. Failure to complete within the specified time limit requires notification through channels to MAJCOM/XO/DO (ANG: HQ ACC/XOG), with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

2.5.5. An instructor flight engineer (IF) or instructor aerial gunner (IG) can conduct initial and recurring training in like tasks (e.g., gunnery, scanning) for both flight engineers and aerial gunners.

2.6.3. Senior officers in training at the FTU are in formal training status. Unit duties will be turned over to appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by MAJCOM/CC (ANG: HQ ACC/CG).

2.6.4. Commanders and Key Staff Course. Completion of the helicopter Commanders and Key Staff Course is required for senior officers (O-6 and above) prior to performing aircrew duties in a cockpit position (N/A for prior/currently qualified H-60 pilots). This course provides basic orientation to senior officers who supervise/oversee flying operations for aircraft they are not qualified in. IAW the ETCA, squadron operations officers and above in multiple MDS aircraft units are authorized to attend this course for those aircraft they have supervisory oversight of. The primary method of course completion is at the formal school. Secondary method of training is in-unit (if primary method is not available) using formal school courseware adapted to local training resources. A waiver is not required for secondary method of training. Completion of this course does not assign a qualification or currency requirement, as the course is only an orientation of USAF helicopter operations and capabilities. Graduates of this course will not be designated in command and will fly with instructor pilots only.

3.1.3. For aircrew members who do not attend mission qualification training at the FTU, approval/waiver for In-Unit MQT is the MAJCOM/XO/DO (ANG: HQ ACC/XOG).

3.1.5. MQT will be completed within the time specified by the MAJCOM but NLT 90 calendar days after the individual's completion of IQT or arrival on station following off station IQT. (ANG and AFRC: NLT 180 days from first MQT flight.) Failure to complete MQT within the specified time interval requires

notification of the MAJCOM/XO/DO (ANG: HQ ACC/XOG) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

3.4.4.3.1. DELETED.

3.4.4.3.2. DELETED.

3.4.4.3.3. DELETED.

3.4.4.4. Unit commanders will establish familiarization requirements for higher headquarters supervisory personnel, higher headquarters standardization personnel, TDY aircrews conducting specific operational missions or administering training or evaluation flights, NASA support and Search and Rescue (SAR).

3.4.4.5. TDY aircrew will familiarize themselves, as much as practical, with the local environment.

3.4.4.6. SQ/CCs may tailor the LASDT and FLIR Step Down Training (FSDT) programs for newly assigned experienced aircrew who have just arrived from a previous flying assignment in the HH-60. In this case, the aircrew must fly at least 1 day and 1 night (NVG) sortie. LASDT 2 and LASDT 3 profiles (FSDT 2 and FSDT 3) may be flown on the same sortie. The aircrew must meet the program training objectives of all sorties.

3.5.5.2.4. Units whose aircrew members utilize the Aircrew Eye and Respiratory Protection (AERP) System will perform primary crew duty tasks while wearing the AERP during day or night Visual Meteorological Conditions (VMC) flights or in applicable flight simulators. Flights with the AERP system may be conducted over water.

3.6.1. Ground Training. Flight surgeons will comply with requirements IAW AFI 11-202, Volume 1.

*NOTE:* For immediate SAR missions follow briefing requirements for passengers.

3.6.2.3. Flight surgeons whose primary assigned aircraft is the HH-60G must attend Underwater Egress Training (UET) and Helicopter Emergency Escape Device (HEED) (N/A AETC).

4.1. General. This chapter outlines ground and flying training requirements for BAQ, BMC, and CMR aircrew. Refer to chapter 5, Upgrade/Specialized Training, for program specifics. Aircrew must be qualified IAW AFI 11-401, AFI 11-202 all volumes, and AFI 11-2HH-60V2, *HH-60--Aircrew Evaluation Criteria*. Additionally, they must complete IQT to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.1.2. For recurring training requirements before removal from active flying, refer to AFI 11-202, Volume 1.

4.3.1.3. BAQ aircrew will fly a supervised sortie (squadron supervisor or instructor) at least once every 60 calendar days (AETC: N/A). In addition, if a BAQ aircrew does not fly for 30 days, the next sortie will be flown with an instructor.

4.3.1.4. BAQ aircrew that remain in BAQ status for more than 6 months will be grounded (except general officers) unless waived by MAJCOM/XO/DO (AETC: FTU WG/CC).

4.3.2.3. BMC aircrew will fly RAP sorties and/or events as required by this instruction and the RAP tasking message, and as authorized by the SQ/CC based on their PAI experience and proficiency.

4.3.2.5. Sortie rate (lookback) IAW table 1.1 and paragraph 4.7.11 of this instruction (N/A API-8s).

4.3.5.1. Aircrew members assigned/attached to TF or CB-coded units will fly the BMC rate and accomplish the non-RAP BMC requirements as shown on table 4.3. Failure to accomplish these requirements will not affect instructor status, but will require retraining as determined by the SQ/CC.

4.4.2. MAJCOM and NAF API-8 Pilots (ANG: Responsibilities for API-8/staff flyers are contained in AFI 11-401 as supplemented by the ANG):

4.4.2.1. Mission Directed Training (MDT) for HHQ personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM division chiefs and NAF/XO/DO are reviewing authorities for assigned personnel. They will:

4.5.1. MAJCOM/XO/DO (ANG: HQ ACC/XOG) may authorize qualification in more than one mission design series (MDS) aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by paragraph 4.5.2 of this instruction have MAJCOM/XO/DO approval and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM XOF/DOT (ANG: HQ ACC/XOF). All requests must contain full justification. Approval for multiple qualification requests must be provided to the appropriate host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into AFORMS.

4.5.1.2. Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position, and aircraft requested, or rescinded by MAJCOM/XO/DO (ANG: HQ ACC/XOG).

4.6.1. Currency. Table 4.4 defines currency requirements for all HH-60 aircrew. If an aircrew member loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted. Aircrew delinquent in currency requirements of table 4.4 will fly under the supervision of an instructor unless otherwise annotated.

4.6.2. Demanding Sortie Currency. If a pilot, copilot, flight engineer or aerial gunner has not flown any sortie for a time period of 30 days or more, their next flight must be either a) non-demanding, or b) demanding so long as an instructor is onboard and in the same crew position. Refer to attachment 3, Demanding Sortie, for requirements.

4.6.5.3. 2 - 5 Years (Unqualified). Complete re-qualification course, to include re-qualification academic training, either in-unit or formal school flying training, and a flight evaluation. If formal school flying training quotas are not available, units must request MAJCOM/XO/DO waiver to conduct in-unit training using formal school courseware.

4.6.5.4. Over 5 Years (Unqualified). Complete formal initial qualification course (IQT) course.

4.7.1.2. CMR/BMC aircrew regressed to N-CMR/N-BMC for lookback must complete a SQ/CC approved re-certification program to return to CMR/BMC standards. As a minimum, this program will consist of sorties equaling one-half of 1-month's RAP sortie requirement. Upon completion of the re-certification program, CMR/BMC aircrew must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited toward their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.10.2.1. Up to 90 Days. The aircrew member must complete SQ/CC directed re-certification program in accordance with 4.7.1.2. In addition, all RAP event currencies must be regained. The SQ/CC will approve any other additional training prior to re-certification to CMR.

**Table 4.2. Ground Training.**

<b>MOBILITY TRAINING</b>				
<b>These items are required for mobility units or units that generate in place</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR/BMC</b>
Chemical Warfare Defense Training- Ground Crew Ensemble (N/A CB, TF, and ADF coded units)	Initial and Annual	AFPD 32-40, AFI 32-4001, AFI 32-4002	No	No
Small Arms Training	Initial & Qualify as required (ANG/ AFRC: Requal every 3 yrs)	AFI 36-2226 (ANG: AFI 36-2226, ANG Sup 1)	No	Yes
ISOPREP Review	Semiannual	AFI 14-105	No	Yes
Intelligence Training	Annual	AFI 14-105 and AFI 14-105 Sup 1	No	Yes
<b>AIRCREW TRAINING</b>				
Physiological Training	Every 3 or 5 yrs as applicable	AFI 11-403	Yes	No
Instrument Refresher (pilots only)	Periodic	AFMAN 11-210 and AFI 11-202V2 as supplemented	No	No
Life Support Training		AFI 11-301 as supplemented		
a. Egress Training	Annual		Yes	No
b. Life Support: Equipment Training	Annual		No	No
c. Combat Survival Training (CST) (N/A CB, TF, and ADF Coded units)	Biennial		No	Yes
d. Water Survival Training	Biennial		No	No
e. Local area Survival Training	Initial		Yes	No
f. Underwater Egress Tng/ HEED	Initial		Yes	No
g. HEED Video Review	Annual	Attachment 2	No	No
h. HEED Hands-On Tng	Biennial	Attachment 2	No	No
Initial Chemical Warfare Defense Training-Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Prior to 1 <sup>st</sup> CW flight	Attachment 2	No	Yes
Annual Chemical Warfare Defense CT-Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Annual	Attachment 2	No	Yes
Simulator Refresher Course (P/ FE only)	Periodic	Attachment 2	Yes	Yes
Situational Emergency Procedures Training (SEPT)	Monthly	Attachment 2	Yes	No
Verification Training	18 months	Attachment 2	No	Yes (no BMC)
Weapons/Tactics Academics	Annual	Attachment 2	No	Yes
Marshaling Exam	Initial & after PCS	AFI 11-218	No	No



Flying Safety Training	Once per Quarter	AFI 91-202	No	No
Supervisor Safety Training	Initial Only	AFI 91-301	No	No
Crew Resource Management	24 Months	AFI 11-290, Attachment 2	Yes	No
Anti-Hijacking Training	Biennial	AFI 13-207 (FOUO)	No	No
Chaff/Flare Ground Familiarization	One-Time	Attachment 2 (Part of IQT)	No	Yes
Ground Gunnery Training (FE/AG)	Annual	Attachment 2	No	Yes
Night Vision Device (NVD) Lab	One-Time	para 2.4 (part of IQT)	No	Yes
NVG Academic Tng	Annual	Attachment 2	No	No
Personnel/Equipment Delivery	One-Time	Attachment 2	No	No
Pyrotechnic Training (FE/AG)	Initial/Annual	Attachment 2	No	Yes
<b>AIR FORCE AWARENESS PROGRAM TRAINING</b>				
Protection of the President	After a PCS	AFI 71-101V2	No	No
US/Russia Prevention of Dangerous Military Activities	Initial/Annual and Predeployment	CJCSI 2311.01	No	No
Fire Extinguisher Training	Initial upon PCS	AFOSHSTD 91-56	No	No
Code of Conduct	Annual	AFI 36-2209	No	No
Law of Armed Conflict	Annual	AFI 14-105 AFPD 51-4 and AFI 51-401	No	No
Substance Abuse	After PCS	AFI 44-121	No	No
Military Equal Opportunity Newcomers Orientation	After PCS	AFI 36-2706	No	No

**Table 4.3. Non-RAP Annual Requirements (Inexperienced/Experienced).**

<b>HH-60 PILOT</b>				
<b>REQUIREMENT</b>	<b>BAQ</b>	<b>BMC</b>	<b>CMR</b>	<b>Remarks</b>
Minimum Total Sorties	Currency	See <a href="#">Table 1.1.</a>	See <a href="#">Table 1.1.</a>	
Precision Approach	12	12	12	
Non-Precision Approach	12	12	12	
Remote Operations	4	N/A	N/A	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only
<b>HH-60 FLIGHT ENGINEER</b>				
Minimum Total Sorties	Currency	See <a href="#">Table 1.1.</a>	See <a href="#">Table 1.1.</a>	
Remote Operations	4	N/A	N/A	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only
<b>HH-60 AERIAL GUNNER</b>				
Minimum Total Sorties	Currency	See <a href="#">Table 1.1.</a>	See <a href="#">Table 1.1.</a>	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only

**Table 4.4. Aircrew Currencies (Inexperienced/Experienced).**

<b>HH-60 PILOT/FLIGHT ENGINEER/AERIAL GUNNER</b>					
<b>EVENT</b>	<b>Crew Position</b>	<b>Currency</b>	<b>Affects CMR</b>	<b>To Regain Currency:</b>	<b>NOTES</b>
CDTQT	P,FE,AG	365	YES	Fly Event	3,4,9
WATER OPS	P,FE,AG	90/120	NO	Fly Day or NVG Event	3,4,9
FORMATION	P,FE,AG	90	YES	Fly Day or NVG Event	1,3,4,9
NVG FORMATION	P,FE,AG	60/90	YES	Fly NVG Event	1,3,4,9, 11
AIR REFUELING	P,FE	180	YES	Fly Day or NVG Event	3,4,9
NVG AIR REFUELING	P	120	YES	Fly NVG Event	3,4,9,11
NVG AIR REFUELING	FE	180	YES	Fly NVG Event	3,4,9,11
LOW LEVEL OPS	P,FE,AG	45/60	YES	Fly Day or NVG Event	3,4,9
NVG LOW LEVEL OPS	P,FE,AG	45/60	YES	Fly Event	2,3,4,9, 11
GUNNERY	FE,AG	60/90	YES	Fly Event	3,4,5,9
NVG Water Operations	P,FE,AG	45/60	NO	Fly Event	2,3,6,9, 11
Basic Sortie	P	45	NO	Any Sortie	
Basic Sortie	FE, AG	60	NO	Any Sortie	
Night Landing	P	90	NO	Fly Event	7
EP Sortie	P, FE	90	NO	Fly Event	10
CONTACT SORTIE	P	90	NO	Fly Event	10
Instrument Approach	P	45	NO	Precision or Non-Precision Approach	8,10
NVG Sortie	P, FE, AG	45/60	NO	Fly any NVG Sortie	2,9,11
AHC Sortie	P, FE, AG	365	NO	Fly Event	10
Cargo Sling	P, FE	365	NO	Fly Event	9
Hoist	FE	60	NO	Event	9
Rappel	FE, AG	90	NO	Event	9
Fast Rope	FE, AG	90	NO	Event	9
Rope Ladder	FE, AG	90	NO	Event	9
Stokes	FE	180	NO	Event	9
Hot Refueling	FE, AG	180	NO	Event	9
Proficiency Sortie	P,FE,AG	180	NO	Event	12
<b>NOTES:</b>					
1. AFRC and ANG: 90/120 days.					
2. AFRC and ANG: 70 days.					
3. Refer to Attachment 3 for event descriptions and requirements.					
4. Loss of any CMR currency requirement for 6 months or more results in loss of the aircrew member's mission qualification. See paragraph 4.6.5 for re-qualification requirements.					
5. Live fire gunnery currency is required every 180 days (ANG and AFRC: 365 days). Aircrew qualified on more than one gun system will fire each weapon every 180 days (ANG and AFRC: 365 days).					
6. Loss of the NVG Water Operations currency requirement for 6 months or more results in the aircrew becoming unqualified to perform NVG Water Operations. The aircrew must complete re-qualification IAW paragraph 4.6.5.					
7. May be unaided or on NVGs. Log only one landing for each basic sortie. Accomplish the landing between 30 minutes after official sunset to 30 minutes before official sunrise.					
8. Pilots non-current in instrument approaches must regain currency by flying under the supervision of a current and qualified instructor pilot at a set of controls.					
9. Not required for BAQ only aircrew.					
10. Aircrew members delinquent in EP sortie, contact sortie, AHC sortie, or instrument approach currency must first regain currency prior to accomplishment of other training sorties/events.					
11. NVG currencies satisfy both NVG and day currencies simultaneously.					
12. AETC Only.					

5.2. Aircraft Commander Upgrade. SQ/CCs will select only highly qualified, motivated, and responsible pilots for this program. If formal school quotas are not available, use formal school courseware for in-unit upgrade training. A waiver is not required for in-unit upgrade if a formal school quota is not available. In order to maintain an account of upgrade requirements, notify applicable MAJCOM/XOF/DOT (ACC and ANG: HQ ACC/XOFT) on all in-unit upgrades.

**Table 5.1. Aircraft Commander Flight Experience Requirements (Notes 2, 5, 6).**

<b>RATED FLYING TIME</b>	<b>BASIC QUALIFICATION</b>	<b>MISSION QUALIFICATION A (Note 3)</b>	<b>MISSION QUALIFICATION B (Note 4)</b>
Total Time <sup>1</sup>	175	400	700
PAI Time	50	150	100
<b>NOTES:</b>  1. Total flying time must be achieved prior to certification as an aircraft commander. PAI time does not include other time. For upgrade purposes, any H-60 variant counts toward PAI time. 2. . Must have a minimum of 100 hours total NVG time prior to certification as a night mission aircraft commander. 3. Applies to mission copilots (MC) not previously helicopter qualified on initial upgrade to mission aircraft commander. 4. Applies to mission copilots (MC), previously qualified in other helicopter MDSs. 5. This table not applicable for AETC. 6. Waivers to these totals will be IAW paragraph 1.12 of this instruction.			

### 5.3. Instructor Upgrade:

5.3.1. SQ/CCs will select only the most qualified aircrew as instructors, considering ability, judgment, technical knowledge, skill, and experience. Instructor candidates must have completed Flight Instructor Preparatory (FIP) Course, Aircrew Instructor Training Course (AITC), or equivalent as a prerequisite to upgrade training. Unit commanders will personally review each instructor candidate's qualifications for the following minimum prerequisites:

5.3.2. Instructor Pilot. 100 hours primary/secondary time after upgrade to aircraft commander, of which 50 hours must be primary time in design and series aircraft prior to beginning instructor upgrade training. Instructor candidates must be aircraft commander qualified in the mission, event, and maneuver before instructor upgrade in the same mission, event, and maneuver.

5.3.3. Other instructor aircrew members must have a minimum of 1-year flight experience in assigned aircraft or 300 hours helicopter time, of which 100 hours must be NVG time. Instructor candidates must be qualified in the mission, event, and maneuver before instructing in the same mission, event, and maneuver.

5.3.4. AETC: The AETC FTU WG/CC will determine the minimum flight hours required for upgrade of permanent party exchange officer instructor candidates.

5.4. Instructor/Training Requirements. If formal school quotas are not available, use formal school courseware for in-unit upgrade training. A waiver is not required for in-unit upgrade if a formal school

quota is not available. In order to maintain an account of upgrade requirements, notify applicable MAJCOM/XOF/DOT (ACC and ANG: HQ ACC/XOFT) on all in-unit upgrades. Instructor candidates will receive instructor training in all mission and special missions they will instruct. Instructor evaluations will be in accordance with AFI 11-202V2 and AFI 11-2HH-60V2.

5.5.4. (PACAF) Aircrew will conduct FCF training IAW 18 OG/QA procedures.

5.5.5. DELETED.

5.6.1. Prior to entering FL upgrade training, aircraft commander candidates should have at least 50 flying hours after certification as a mission aircraft commander.

5.9. NVG Water Operations Scanner Certification. H-60 flight engineers and aerial gunners not certified in NVG Water Operations may perform scanning duties during NVG water operations once certified. Certification will consist of instructor-led ground training and a certification flight. As a minimum, review patterns, chem light usage, hover references, salt spray, depth perception, and voice procedures during the training. Training will be conducted by an instructor FE/AG. Annotate completion of these events on the unit letter of certification or AF Form 1381.

#### References

AFCAT 36-2223, *USAF Formal Schools (DELETED)*

Education and Training Course Announcements (ETCA Web Site: <http://hq2af.keesler.af.mil/etca.htm>).

Joint Pub 3-50.21 (draft), *Joint Tactics, Techniques, and Procedures for Combat Search and Rescue (DELETED)*

Joint Pub 3-50.21 *Joint Tactics, Techniques, and Procedures for Combat Search and Rescue*

#### *Abbreviations and Acronyms*

API Aircrew Position Indicator

ETCA Education and Training Course Announcements

RPI Rated Position Indicator (DELETED)

#### *Terms*

Basic Aircraft Qualification (BAQ)--A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly the unit aircraft. BAQ aircrew members are authorized to fly transition, instruments, supervised emergency procedures, and non-tactical unit missions to depicted and surveyed helipads or airports. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by aircrew until completion of MQT. BAQ is not a permanent qualification except for General Officers above the wing level, and any other crew members specifically authorized by MAJCOM/XO/DO (AETC: FTU WG/CC). Aircrew are not authorized to perform RAP tasked combat events/sorties without instructor aircrew or SQ supervisor supervision.

Combat Mission Ready (CMR)--A status of an aircrew member who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All active duty API-1/2's, Squadron Commander, Operations Officers, and OG/CC designated API-6 manning positions are required to maintain this qualification level. Exception: If a unit is over-manned, they may elect to train the front line of their UMD to CMR

with the overage designated as BMC. At least 50% of the aircrew selected for CMR must be inexperienced, if available. (Refer to paragraph 4.3.).

Experienced Aircrew (Exp)--Aircrew are considered experienced after acquiring the flight time listed in Table A1.1.

**Table A1.1. Experienced Aircrew (Exp).**

AIRCRAFT CREW POSITION HH-60G	PAI TIME (primary/secondary)	PAI TIME <sup>3</sup> (previously helicopter qualified)	NVG TIME <sup>4</sup>
Copilot <sup>1</sup>	150	150	75
Aircraft Commander <sup>2</sup>	100	100	120
Flight Engineer <sup>3</sup>	200 <sup>3</sup>	100	100
Aerial Gunner <sup>3</sup>	200 <sup>3</sup>	100	100
Notes:			
1. After completion of IQT, copilots must achieve 150 hours primary/secondary time in their current PAI, with 75 hours of NVG time to be considered experienced.			
2. Aircraft commanders are considered experienced after achieving 100 hours of primary/secondary time in their PAI after aircraft commander certification, with a total of 120 hours of NVG time.			
3. After completion of IQT, flight engineers/aerial gunners must achieve 200 hours in their current PAI, or 100 hours in current PAI if previously qualified in another helicopter, with 100 hours of NVG time, to be considered experienced.			
4. Pending adequate NVG total time documentation in a USAF approved flight time management program, HH-60 aircrew may equate 90% of their total night time (for pilots total night time may be derived by doubling primary night time recorded in AFORMS) from their initial NVG qualification date (initial NVG qualification date may have been in a different MDS), as their total NVG time. Document this amount of total NVG flight time in AFORMS until a change to the AFTO Form 781, AFORMS Aircrew/Mission Flight Data Document, is effected and a permanent USAF NVG flight time management program exists.			

**Table A2.1. DELETED.**

A2.1.1. Anti-Hijacking Training. This requirement provides aircrew with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking). This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*; and a unit developed criterion test. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

A2.1.2. Authentication Systems/Operations Codes. Units required to use authentication systems or operations codes will develop appropriate local training programs. One source of information is COMSEC Publication AFKAO-5, Instructional Guide for Operations Codes. It is a confidential item available from the local base COMSEC custodian (reference AFSSI 4005).

A2.1.2.1. Pilots, flight engineers, and aerial gunners will maintain proficiency in the use of those operations codes and authentication systems required for their respective theaters of operations.

A2.1.2.2. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

A2.1.3. Chaff/Flare Familiarization Training. Initially brief all aircrew on the location and operation of the chaff/flare release switches. Aircrew will receive one-time academic training on the operation of the chaff/flare systems through attendance at the formal school Phase II training or in-unit. All necessary system information for developing an in-unit academic training program is contained in the aircraft flight manual. EXCEPTION: Not required for units that do not have chaff/flare equipped aircraft.

A2.1.4. Code of Conduct Continuation Training (CoCCT). CoCCT will be conducted IAW AFI 36-2209, *Survival and Code of Conduct Training*, AFI 14-105, *Unit Intelligence Mission and Responsibilities*, and MAJCOM supplements thereto. ACC Supervisory personnel above squadron level maintaining mission qualification do not require this item. SERE CoCCT will be a coordinated Intelligence, Life Support, and Survival effort. Generally, training areas of responsibility will include:

A2.1.4.1. Life Support: Emergency egress, UET, and personal survival equipment.

A2.1.4.2. Intelligence: Applicable Evasion and Recovery briefings/training that will prepare aircrews for the possibility of evasion, captivity, and escape in hostile territory.

A2.1.4.3. Survival: Water/local area/combat survival training, to include applicable Escape and Evasion training and Resistance training.

A2.1.5. Crew Resource Management (CRM) Training. Pilots, FEs, and AGs will receive CRM training during formal school initial weapon system qualification courses. Aircrew with formal school flight simulator availability will receive CRM principles and concepts during simulator refresher training. As a continuing process, CRM principles will be emphasized during upgrade and continuation training flight briefings and debriefings under the crew coordination category. Application of CRM principles, as they pertain to aircraft accidents, should be briefed and discussed with all aircrew during flight safety meetings. Wings and squadrons are responsible for their unit's CRM programs.

A2.1.5.1. (ACC) ACC aircrew will receive recurring CRM training as directed by HQ ACC/XO. Waivers to CRM training are at the OG/CC level.

A2.1.5.2. Aircrew will receive this training in conjunction with simulator refresher training.

A2.1.5.3. Document CRM training via AFORMS.

A2.1.6. Flying Safety Training. Conducted by the wing/group flying safety office. Commanders or appropriate ANG and AFRC Ops Supervisors will ensure that any aircrew member not attending the training will read and sign-off the training notes.

A2.1.7. Ground Gunnery Training. Helicopter FEs and AGs assigned to aircraft equipped with weapons require ground gunnery training on each assigned gun system. Training will be unit developed from formal school materials or other available sources. Document training in AFORMS for each type weapon assigned.

A2.1.8. Instrument Refresher Course (IRC). Guidance for development of unit IRC programs, including recommended topics and subject outlines, course length, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course Program*. IRC is accomplished according to AFI 11-202V2 and applicable MAJCOM supplements. The purpose of the IRC is to ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

A2.1.9. Intelligence Training. The intelligence training program will be closely aligned with the unit weapons and tactics training program. The focus and extent of academic training will be determined by

the OG/CC and will be aligned with projected wartime tasking, threats, and unit equipage. Supervisory personnel above squadron level maintaining mission qualification do not require this item. Use guidance contained in AFI 14-105, *Unit Intelligence Mission and Responsibilities*, to develop and manage unit intelligence training programs. The OG/CC will determine pilot testing requirements for intelligence and EC training. In addition to Threat Knowledge (TK), training will include (NOTE: Units may track each of the following events separately):

A2.1.9.1. Visual Recognition. Pilots, FEs, and AGs must be able to identify type of aircraft (rotary and fixed-wing) they are likely to encounter, to include variants (e.g. different aircraft configurations, recce variants of aircraft, paint schemes, etc.) from all aspects, determine whether the aircraft is threat or non-threat, and through major recognition features identify ground targets and major categories of naval vessels.

A2.1.9.2. Evasion and Recovery (E&R). E&R training will prepare aircrew for the possibility of evasion, captivity and escape in hostile territory. May be completed in conjunction with CST.

A2.1.9.3. Collection and Reporting (C&R). C&R training will enable aircrew to initiate aircrew originated reports (INFLTREP, CIRVIS, etc.) and will familiarize them with the information requirements of the intelligence-generated MISREP and INTREP.

A2.1.9.4. Current Intelligence. Current Intelligence is required and will cover significant military/political developments (including threat updates) in the squadron's mission areas of interest.

A2.1.9.5. Electronic Warfare (EW). Pilots will understand the procedures for recognizing, countering, and reporting meaconing, interference, jamming, and intrusion (MIJI) as required by AFI 10-707, *Spectrum Interference Resolution Program*, as supplemented. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

A2.1.9.6. ISOPREP Review. Review of isolated personnel report according to AFDD 34 Combat Search and Rescue Operations. The purpose is to generate (if necessary), review, and ensure accuracy of aircrew isolated personnel reports. (AETC: Not required unless deploying in support of an operational contingency).

A2.1.10. Life Support Training:

A2.1.10.1. Combat Survival Training (CST) (LS02 (High-Threat) or LS11 (Low-Threat) as appropriate). Conduct IAW AFI 11-301 and as supplemented.

A2.1.10.2. Ground Egress Training (LS05 and LS08). Conduct IAW AFI 11-301 and as supplemented.

A2.1.10.3. Life Support Equipment (LSE) Training (LS06). Conduct IAW AFI 11-301 and as supplemented.

A2.1.10.4. Local Area Survival Training (LS01). Conduct IAW AFI 11-301 and as supplemented.

A2.1.10.5. Underwater Egress Training (UET) and Helicopter Emergency Egress Device (HEED). All pilots, flight engineers, aerial gunners and other personnel assigned or attached (flight surgeons, medical technicians, and dedicated crew chiefs) who perform frequent duties on over-water helicopter missions will attend initial AFCAT 36-2223, Course SV84A, UET and HEED training.

A2.1.10.6. HEED Video Review. All aircrew members in units with an over-water mission requirement will view "Seconds to Live" PIN #606040DF, and "HEED" PIN #802514DN.



A2.1.10.7. HEED Hands-On Training. All aircrew members in units with an over-water mission requirement will use the HEEDs bottle in a controlled water environment.

A2.1.10.7.1. Aircrew members, assigned or attached, who have not completed this training are restricted from performing over-water flights beyond autorotative distance from land.

A2.1.10.7.2. Flight surgeons may fly operational life and death search and rescue missions without this training.

A2.1.10.8. Water Survival Training (LS03). Conduct IAW AFI 11-301 and as supplemented.

A2.1.11. Marshaling Examination. Marshaling exam will be accomplished IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. Marshaling examinations completed at a Formal Training Unit satisfies the 30 day requirement, if completed in conjunction with a PCS.

A2.1.12. NVG Academic Training. All NVG qualified aircrew will accomplish NVG academic training. This training may be conducted in conjunction with annual CT Weapons/Tactics academic training or other recurring annual academic training. Units will develop a NVG academic training program which is based on a review of initial NVG academic courseware, the content and extent of this review should be tailored to the HH-60's mission environment and is left to the discretion of the unit commander.

A2.1.12.1. At the discretion of the SQ/CC, viewing the Armstrong Labs videotapes: (1) "Night Vision Goggle Training Series", and (2) "NVG Adjustment Procedures (Anvis)" may credit the NVG academic training requirement. The Night Vision Goggle Training Series six-segment video provides an excellent refresher on NVG use, limitations, lighting issues/compatibility, weather/environmental effects, and hazards/shortfalls of NVDs.

A2.1.12.2. Document NVG Academic Training in AFORMS.

A2.1.12.3. NOTE: Units may obtain the above videos by calling Armstrong Labs (AL/HRA), DSN 474-6561.

A2.1.13. Personnel/Equipment Delivery (Parachute). Aircrew members (P/CP/FE/AG) required to perform personnel/equipment delivery will accomplish one-time familiarization training under the supervision of an instructor. Document this training in AFORMS.

A2.1.14. Physiological Training. IAW AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplements.

A2.1.15. Pyrotechnic Training. Familiarization. All aircrew will receive initial pyrotechnic familiarization training covering the types of pyrotechnics carried aboard unit equipped aircraft, loading characteristics in accordance with T.O.s 11A10-24-7, 11A10-25-7, and 11A10-26-7, and types of pyrotechnics required for a given mission.

A2.1.15.1. Conduct in-unit familiarization of new pyrotechnics received by the unit and for aircrew who did not attend formal training. Commanders will select the most qualified instructor aircrew to conduct the training. These instructors must be thoroughly familiar with AFOSH standards, TO 11A10-24-7, TO 11A10-25-7, TO 11A10-26-7, the formal school training syllabus, and the applicable operational procedures-series publications. Accomplish required flight training after ground familiarization.

A2.1.15.2. Document initial familiarization training as "Pyrotechnic Familiarization Training." Document subsequent familiarization training or training on new pyrotechnics by listing the type pyrotechnic (example--"Pyrotechnic Familiarization Training, M14 Grenade - Incendiary.").

A2.1.15.3. Pyrotechnic Qualification Training. In addition to the familiarization training listed above, flight engineers and aerial gunners will receive initial qualification training. Qualification training will consist of the following:

A2.1.15.3.1. Ground storage.

A2.1.15.3.2. Aircraft storage.

A2.1.15.3.3. Vehicle loading.

A2.1.15.3.4. Aircraft loading restrictions.

A2.1.15.3.5. Manual launch procedures.

A2.1.15.4. Recurring Training. AFI 91-201, *Explosive Safety Standards*, outlines the requirement for personnel who come in direct contact with explosives, such as pyrotechnics, to receive annual training. This training will include a discussion of the unit explosive safety operating instruction and will apply to all helicopter flight engineers and aerial gunners.

A2.1.16. Simulator Refresher Course. Pilots and FEs must complete the simulator refresher course periodically. Do not exceed 17 months (to the end of the month) between simulator refresher course, or after initial qualification/re-qualification. Document completion in AFORMS.

A2.1.16.1. Schedule Eligibility:

A2.1.16.1.1. Overseas units may establish due dates on an individual basis, based on the date last attended not to exceed 18 months.

A2.1.16.1.2. Pilots and flight engineers should complete the simulator refresher course during the last six months prior to their due date.

A2.1.16.1.3. ANG and AFRC units are required to complete simulator refresher training every two years.

A2.1.16.2. Exceptions to the Refresher Course:

A2.1.16.2.1. Simulator refresher training will not be required for those aircrew members who will not be flying the same or similar aircraft beyond four months after their due date.

A2.1.16.2.2. Aircrew who are initially qualified or requalified in-unit and do not complete a simulator course as part of the training must attend a simulator refresher course during their next eligibility period. Their eligibility for simulator refresher training will commence upon starting IQT and they will attend training during their next eligibility period.

A2.1.16.2.3. (AETC) Simulator refresher instructors are exempt from refresher academics provided they have instructed at least 20 hours of academics (covering all simulator academic events) during the normal eligibility period. They must however accomplish the simulator flying sorties.

A2.1.17. Situational Emergency Procedures Training (SEPT). SEPT is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. Any crew member should present a situation and the crew/aircrew discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Incorporate the following elements into squadron SEPT programs:

A2.1.17.1. Critical action procedures (if applicable) and squadron special interest items should be emphasized.

A2.1.17.2. Develop SEPT scenarios using H-60 mishaps/incidents as baseline cases.

A2.1.17.3. Aircrew may complete SEPT on an emergency procedures sortie through an aircraft system presentation with a comprehensive discussion of the associated EPs.

A2.1.17.4. (AETC) 58 SOW aircrew may complete this requirement on a student profile through an aircraft system presentation with a comprehensive discussion of the associated EPs.

A2.1.18. Small Arms Training. Aircrew will maintain qualification on all unit assigned small arms. Training will be according to AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*, and AFI 31-207, *Arming and Use of Force by Air Force Personnel*, and MAJCOM guidance.

A2.1.18.1. FEs and AGs are considered Group B for handgun training and Pilots are considered Group C. FEs, AGs, and Pilots are considered Group C for rifle training. Therefore, FEs and AGs will complete handgun (M-9) recurring qualification training annually and recurring rifle (M-16/GAU-5) training every two years. Pilots will complete recurring handgun (M-9) and rifle (M-16/GAU-5) training every two years.

A2.1.19. US/Russia Prevention of Dangerous Military Activities. Conducted to ensure that all mission-ready aircrews are familiar with the agreement and the implementing provisions contained in CJCSI 2311.01. Training requires review of the "Procedures for the Prevention of Dangerous Military Activities Between the US and Russia" section of the Flight Information Handbook.

A2.1.20. Verification Training. Designed to incorporate all wartime related aircrew training events and provide the experience necessary to plan for the unit's wartime mission. Unit Weapons and Tactics officer will establish a training program to support initial and CT requirements. Attachment 4 contains the suggested areas to be included in the academic training courseware.

A2.1.20.1. Initial Verification Training will be completed within 120 days (ANG and AFRC 180 days) of being certified CMR or the aircrew will be regressed to N-CMR status until training is accomplished.

A2.1.20.2. Theater Training is one unit of instruction within verification training. Complete appropriate theater training before operating in deployed overseas locations. Should contingencies preclude theater training before deployment, orientation training packages will be deployed with the crews.

A2.1.20.3. Continuation verification updates aircrews on their squadron's wartime mission. Each aircrew will participate in a squadron initial/CT verification every 18 months as a briefer or seminar participant. Aircrew who participate in an unit deployment or exercise to a DOC tasked theater of operations may receive credit for continuation verification.

A2.1.20.4. BMC aircrew may accomplish an initial verification and/or participate in CT verifications to facilitate future upgrade to CMR status, at the discretion of the SQ/CC.

A2.1.21. Weapons/Tactics Academic Training. Unit Weapons and Tactics officers will establish a weapons/tactics academic training program to satisfy MQT and CT requirements.

A2.1.21.1. Academic instructors should be USAFWS/WSR graduates.

A2.1.21.2. Training requires successful completion of an examination (85 percent minimum to pass). Use testing to the maximum extent possible to validate qualification level. Aircrew that fail this examination will be brought to the attention of the SQ/CC, given additional training, and be required to pass another examination. Audiovisual programs may be used in place of or in conjunction with academic instruction.

A2.1.21.3. Instruction and tests may be classified and should include information from AFTTP 3-1 Volumes 1, 2, and 24. Topics will include but are not limited to:

A2.1.21.3.1. Alert and scramble procedures, formations, terminal operations, enemy capabilities, mission execution, use of airborne command and control assets, and all possible "Sandy" MDS capabilities.

A2.1.21.3.2. Electronic combat equipment capabilities, operation, checks, procedures, and hostile ECM/friendly ECCM tactics.

A2.1.21.4. Evasive maneuvering, authentication procedures, all levels of ROE, and safe passage.

Table A3.1. DELETED.

A3.1.1. AHC Sortie (P/FE/AG). Minimum requirements to credit an Aircraft Handling Characteristics (AHC) Sortie: Energy Management, Vertical Maneuvering, Horizontal Maneuvering, Advanced Handling Maneuvers, Low-Level Operations, and Specific Excess Energy Maneuvering. Accomplish IAW AFTTP 3-3V24, *Fundamentals--HH-60 Helicopters* (formerly MCH 11-HH60G, Vol 5).

A3.1.1.1. AHC sortie will be accomplished during day VMC when an instructor/flight examiner is in command and at a set of controls.

A3.1.1.2. Unit Weapons officers (USAFWS WIC graduates) may certify other unit IPs to conduct AHC sortie training using the syllabus maneuvers listed in AFTTP 3-3V24. The AHC certification training will also include instruction on the energy maneuvering charts and their relationship to the AHC maneuvers. Once certified, these instructors may in turn certify other instructor pilots to conduct annual AHC sortie training for other unit pilots and flight engineers. WIC graduates are certified to instruct AHC. Document certification for other unit instructors and aircrew IPs on the AF Form 1381.

A3.1.1.3. During Tactical Mission sorties, individual AHC maneuvers from AFTTP 3-3V24 may be practiced by AHC certified aircrew provided the restrictions from AFI 11-2HH-60V3 are adhered to (EXCEPTION: the Onset of Blade Stall demonstration and the Overbank demonstration will only be conducted with a certified AHC IP in command and at a set of controls). The annual supervised AHC sortie requirement is a separate requirement to ensure continuity and standardization of training.

A3.1.2. AIE (FE/AG). AIE methods are defined as: hoist (FE only), rappel, fast rope, rope ladder, and swimmer deployment (low and slow). Actual deployment/recovery of personnel is not required, but desired. FEs/AGs will accomplish at least one of each AIE method.

A3.1.3. Air Refueling (Day/NVG) (P/FE). Pilot minimum requirements to credit an Air Refueling Event: Rendezvous, Join-up, Contact (Left and Right), and Cross-over. Use of light signals is desired.

A3.1.3.1. If unable to make left or right contacts due to equipment malfunctions, multiple single hose contacts and cross-over may credit an Air Refueling event.

A3.1.3.2. Copilot/Flight Engineer currency for air refueling only requires performance of their crew position duties associated with this event. Any air refueling (day or night) will satisfy FE air refueling currency.

A3.1.3.3. Copilots may log currency with an aircraft commander while performing copilot duties. Copilots qualified to perform contacts and certified IAW AFI 11-2HH-60V2 do not require instructor pilot supervision.

A3.1.3.4. During CFT or Operational Rescue Mission sorties, contacts on only one hose is required. Cross-over is not required.

A3.1.4. Cargo Sling (P/FE). Aircrew certified in this event must accomplish verbal directions, hookup, pattern, and release.

A3.1.5. CDTQT (P/FE/AG). Refer to paragraph 3.5 for initial and continuation training CDTQT description/requirements.

A3.1.6. Chaff/Flare Event (P/FE/AG). In-flight dispensing of chaff/self-protection flares during a tactical mission profile in response to an actual or simulated threat. Event requires actual release and is limited to logging of one event per sortie. NOTE: Only required for FE/AG in Self-Protection System (SPS) and Block-152 modified aircraft.

A3.1.7. Combat Skills Sortie (P/FE/AG). Log a Combat Skills Sortie (CSS) when:

A3.1.7.1. A Low-level route, Tactical Approach/Landing/Takeoff, and Authentication Procedures/TOT Management are accomplished

A3.1.7.2. A Chaff/Flare event is accomplished in response to threat identification and reaction to threat emitters

A3.1.7.3. Any combination of two or more of the following event types are accomplished: Low-level operations, CDTQT, Water Operations, Tactical Formation, Air Refueling, Terminal Ops, Gunnery.

A3.1.8. Composite Force Training Sortie (P/FE/AG). A multi-ship low-level CSARTF operation using procedures contained in AFTTP 3-1, Vol 24, Chapters 6 and 7, that includes mission planning, prebriefing with Rescort aircrew (face-to-face, desired), flying, and debriefing with fighters or helicopters. As a minimum the sortie will include communications, visual identification, threat reactions, escort procedures to include simulated/live weapons employment, and survivor location, authentication, and recovery.

A3.1.9. Contact Sortie (P). Minimum requirements to credit a contact sortie are: Maximum Performance Takeoff, Marginal Power (Level Acceleration) Takeoff, Normal Approach/Landing, and Steep Approach to a Touchdown.

A3.1.10. Day Water Operations (P/FE/AG). Accomplish day pattern and AIE. Use of pyrotechnics/sea dye marker is desired.

A3.1.11. Demanding Sortie (P/FE/AG). A demanding sortie is defined as a sortie which may tax an aircrew beyond their capability after an extended non-flying period. Accomplishment of any type sortie updates Demanding Sortie currency.

A3.1.11.1. Demanding sorties/events include: Tactical Mission Sortie, NVG Water Operations, NVG Air Refueling, Night Sortie, AHC Sortie, Student Profile Sortie, Flight in IMC, or any sortie where instructor duties are performed.

A3.1.11.2. SQ/CCs may add sorties/events to the demanding list, depending on unit tasking and the individual's capabilities.

A3.1.11.3. If a pilot/copilot flight engineer, or aerial gunner has not flown any sortie within the last 30 calendar days, they must fly a non-demanding sortie or any sortie under the direct supervision of an instructor in the same crew position prior to flying a demanding sortie. A non-demanding sortie allows aircrew the opportunity to regain flying proficiency after an extended non-flying period.

A3.1.11.4. Non-demanding sorties/events include: Instrument Approaches (VMC), Contact Sortie, Day Remote Operations, Cargo Sling, Supervised EPs, Day Air Refueling, and Day Water Operations.

A3.1.12. Emergency Procedures Sortie (P/FE). Minimum requirements to credit an EP sortie are:

A3.1.12.1. Review of Bold Face procedures.

A3.1.12.2. Autorotations (Pilot, a minimum of one turning and one straight ahead; FE, one Auto).

A3.1.12.3. Simulated single engine approach and landing.

A3.1.12.4. Stabilator malfunction.

A3.1.12.5. SAS and boost off approach and landing.

A3.1.12.6. ECU/DEC malfunction.

A3.1.13. Formation (Day/NVG) (P/FE/AG). Minimum requirements to credit a Formation Event: Low-Level Operations (if tactical qualified), Lead and Wing Procedures, Join-up, Threat identification and reaction, and Takeoff/Approach/Landing. Desired: Lost Wingman Procedures. Flight Engineers/Aerial Gunners are not required Lead and Wing Procedures and Join-up.

A3.1.14. Gunnery (FE/AG). Gun system employment (live/blank ammo) during Tactical Mission operations is desired. NOTE: AETC Formal School FE/AG gunnery currency may be credited by either flying a student profile or proficiency sortie.

A3.1.15. HAVE QUICK Event (P). The practice of loading the combat or MAJCOM HAVE QUICK training net WOD, world-wide TOD, and successful communications in the active mode. During extended missions, the TOD should be updated from a world-wide master clock if available. Only one event may be logged per sortie.

A3.1.16. Instrument Approach (P). Either a precision or non-precision instrument approach is required.

A3.1.17. Low Level Operations (P/FE/AG). Requirements for Low Level operations are a navigation training route which should be at least 30 minutes long, with a minimum of 3 turn points.

A3.1.18. NVG Low Level Operations (P/FE/AG). Requirements for NVG Low Level operations are a navigation training route which should be at least 30 minutes long, with a minimum of 3 turn points.

A3.1.19. NVG Sortie (P/FE/AG). An NVG sortie requires: mission planning and takeoff/approach/landing using NVGs. AIEs are desired. Tactical NVG Sorties will be flown IAW AFI 11-2HH-60V3.

A3.1.20. NVG Water Operations (P/FE/AG). NVG water operations require: NVG water operations pattern, use of chemlites, and AIE. Open-ocean NVG water operations is desired.

A3.1.20.1. Copilots may log currency with an AC while performing copilot duties. Copilots may maneuver the aircraft only in an emergency situation or in the pattern (at or above 100 feet AWL) to relieve the aircraft commander.

A3.1.20.2. Copilots flying NVG water operations under supervision of a qualified instructor pilot at a set of controls may fly full patterns to include approaches and hover operations.

A3.1.21. Proficiency Profile (AETC) (P/FE/AG). (Ideally, 1 1/2 hours) Designed to permit instructors and flight examiners sufficient time to maintain their own proficiency without instructing students. Pilots may credit a proficiency profile if both pilots are qualified in the appropriate aircraft. Flight engineers may credit a proficiency profile provided they are not instructing students. The goal is one sortie per quarter per aircrew.

A3.1.22. Ready Aircrew Program (RAP) Sortie (P/FE/AG). RAP sorties are used for tracking sortie look-back. Aircrew may log a RAP sortie whenever they fly a Tactical sortie (day or night), a CFT sortie, or a Combat Skills Sortie (CSS).

A3.1.23. Remote Operations (P/FE). Accomplish SAR mission planning, navigation route, Site Evaluation, remote landing/takeoff, simulated maximum power and AIEs. Desired events: Pinnacle/ridgeline landing, search pattern, slope landing, and use of pyrotechnics. Not required for BMC/CMR aircrew current for tactical missions. For non-tactical BMC aircrew, two remotes will be completed on NVGs.

A3.1.24. Sortie (P/FE/AG). Aircrew may credit a sortie in conjunction with any type mission sortie actually flown. Log sorties on local or operational missions that include appropriate premission planning, pre-flight according to flight publications, preparation of performance, takeoff and landing data, weather and crew or passenger briefings, flight plan filing, and post-mission procedures. Pilots/copilots must complete a takeoff, approach, and landing to credit a sortie. Two aircrew may log a sortie on the same sortie if the requirements of a sortie are met.

A3.1.25. Student Profile (AETC) (P/FE/AG). Any simulator or aircraft lesson that satisfies requirements of a formal syllabus on instruction. More than one student profile may be logged on one simulator or aircraft sortie, up to the number of students trained by the instructor. No more than 50% of the requirements may be accomplished in the simulator. The goal is six profiles per quarter per instructor. During periods of low student loads, the squadron commander may reduce or delete the requirement.

A3.1.26. Tactical Mission (Day/NVG) (P/FE/AG). Tactical missions should be a combat scenario profile that relates to the requirements of the unit's DOC statement. Minimum requirements to credit Tactical Mission are: Intel Scenario, Combat Mission Planning, Low-Level Operations, Threat Identification and Reactions, Tactical Approach/Landing/Takeoff, and Authentication Procedures/TOT Management. Desired events: Have Quick (pilots only), Secure Voice, Gunnery (FE/AG only), and AIE.

A3.1.27. Secure Voice (P). Accomplish communication with secure radio(s) during a tactical mission (actual or simulated) or combat skills training sortie. Event requires actual (not simulated) secure communications with another aircraft or ground station, and is limited to logging of one event per sortie.

**Table A5.1. NVG LASDT Program.**

<b>RESTRICTIONS/ REQUIREMENTS</b>	<b>INEXPERIENCED AIRCREW</b>	<b>EXPERIENCED AIRCREW</b>
ROUTES	Surveyed routes only (Note 1)	Routes within approved low-level training area (Note 1)
ALTITUDE	See Notes 2 and 3.	See Notes 2 and 3.
ILLUMINATION	5% illumination (Note 4)	5% illumination (Note 4)

**NOTES:**

1. Unit commanders will designate a maximum of three "surveyed" low level navigation routes. Crews that do not meet or exceed experience requirements will not navigate off of surveyed routes. 58 SOW aircrew may conduct LASDT off surveyed routes, in the LATN areas, if the aircraft commander is a permanent party instructor qualified in the mission and the sortie is conducted as part of the formal instructor checkout program. The initial survey for these routes will be accomplished IAW AFI 11-2HH-60V3. In order to navigate off of a surveyed route the crew must have at least an experienced aircraft commander and an experienced FE on board. Formation flights default to the crew with the lowest experience level.

2. Tactical sorties are flown at the highest altitude allowed by the threat and will normally be flown at a minimum altitude of 100 feet AHO. Tactical missions may be flown down to 50 feet AHO when the threat environment dictates. Flight down to 50 feet AHO will be in conjunction with a pre-planned tactical training mission and requires review and approval from either the ADO, DO, SQ/CC or designated Top 3. The time spent flying between 50 and 100 feet AHO will be limited to that time necessary to avoid a particular threat. Sorties not involving threats are restricted to 100 feet AHO. The purpose of this limitation is to provide an increased safety margin while affording the best low-level visual cues, both day and night.

3. As part of the unit MQT program, all assigned/attached NVG tactical qualified aircrew will complete the NVG Low Altitude Step-Down Training (LASDT) Program as follows:

LASDT 1: Fly a surveyed route in Day VMC at a minimum altitude of 100 feet AHO, and fly one segment of route at a minimum altitude of 50 feet AHO.

LASDT 2: Fly a surveyed route with NVGs at a minimum altitude of 300 feet AHO.

LASDT 3: Fly a surveyed route with NVGs at a minimum altitude of 100 feet AHO, and fly one segment of route at a minimum altitude of 50 feet AHO.

Aircrew who have not completed LASDT training will not fly as a primary aircrew member at night below 300 feet AGL. Document all LASDT for each aircrew in the aircrew member's training folder. Supervision requirement for LASDT sorties will be as directed by the SQ CC IAW para. 1.6.3. Aircrew conducting this training should be highly qualified and experienced NVG aircrew in the applicable crew position.

4. 5% illumination may be approximated to starlight conditions with no cloud cover or goggle scintillation. Aircrew must realize that environmental conditions may vary greatly and will affect the effective illumination. If sufficient illumination is not available, climb to minimum safe altitudes IAW AFI 11-2HH-60V3.

**Attachment 7****TRAINING SHORTFALL REPORT**

MEMORANDUM FORMAJCOM/XOF/DOT

SUBJECT: xx SQ Training Shortfalls

FROM:



1. TRAINING SHORTFALLS (Training events not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force.)

EVENT/SORTIE- PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

- SPECIFIC REASON FOR SHORTFALL

- CORRECTIVE ACTION (IF ANY)

- LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

3. IN-UNIT TRAINING TABLE (Indicate the number, and percent of authorized, by crew position, of aircrew in a formal training program being conducted in-unit).

IN-UNIT TRAINING						
	Pilot		Flight Engineer		Aerial Gunner	
	NUM	%	NUM	%	NUM	%
Unqualified Awaiting Training						
IQT						
MQT						
Aircraft Commander Upgrade			N/A		N/A	
Flight Lead Upgrade			N/A		N/A	
Instructor Upgrade						
NVG Water Operations						

1<sup>ST</sup> Ind, OG/CC

TO: HQ MAJCOM/XOF/DOT